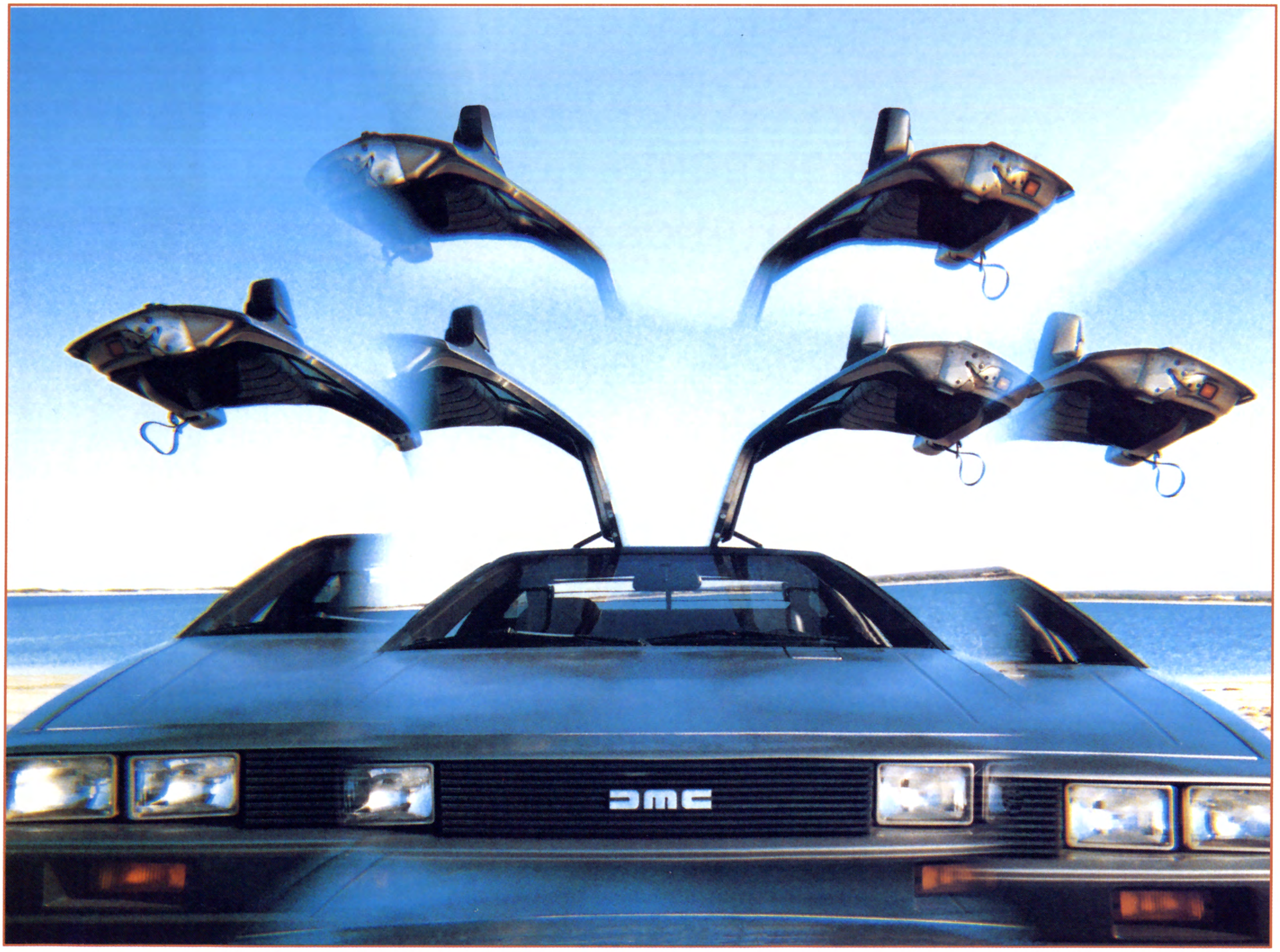
DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association



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Volume 9, Number 1 • 1992

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CALENDAR

DeLorean Expo '92
December 10-13, 1992
The Pointe at Tapatio Cliffs
Phoenix/Scottsdale, Arizona

On The Cover: "Gullwings"

Photo submitted by Victor J. Rugg

Location: East Hampton, Long Island, New York

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EDITOR'S NOTE

BY KAY MYHRE

We continue to invite knowledgeable members, advertisers and service centers to submit quality technical manuscripts.

Our readers love tech! The topical and demographic survey published in the last issue of DeLorean World tells us you want more tech. So DeLorean World is looking for more technical writers. We continue to invite knowledgeable members, advertisers, and service centers to submit quality technical manuscripts. You have benefited greatly from the many technical articles written to date. Now it is your turn to share your expertise. For those of you who are becoming serious collectors, the past issues represent a goldmine of information which is available from the DeLorean Owners Association.

In this issue, Mike Roberts tells us about his first, but intensive, challenge in "rust-proofing" a DeLorean frame. He has ben interested in sports cars since he acquired his first one in 1961 – a 1952 MG TD, followed by a 1954 XK 120M Jaguar Roadster, an Austin Mini, a Fiat 124 Spyder, and currently a 1964 Lotus Elan. Mr Roberts also raced Formula V for several years in the 1960's.

And Bruce Benson responded again, on short notice, to clarify the mysteries of the lambda sensor.

Our photographer for this issue's cover, Victor J. Rugg, is a DeLorean enthusiast and a member of the DeLorean Owners Association. He comments, "I love the publication (DeLorean World). "I publish a monthly so I know what a job it is putting it together."

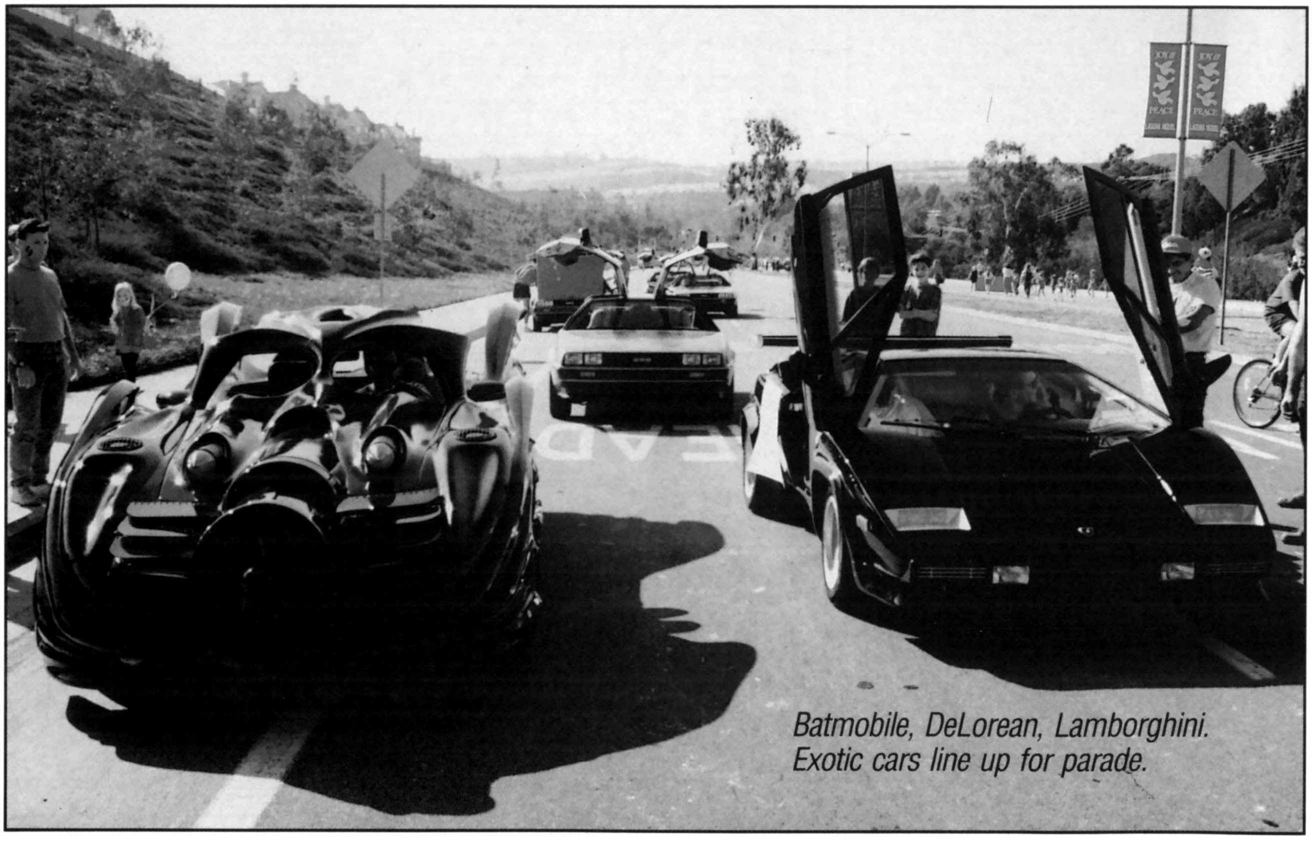
He continues, "The DeLorean is alot of fun and always draws a crowd here in the East end of Long Island." Mr. Rugg has owned sixty-one cars, "some more interesting than others", including a few American muscle cars and a number of sports cars. (Currently he is restoring a Porsche 914). He adds, "I have to say the DeLorean is the most interesting."

Feature your DeLorean in your next community parade. Look for Bob Weinreb's article, "DeLoreans on Parade".

Kay Myhre

I look forward to seeing you at DeLorean Expo 92 in Scottsdale, Arizona.

DON SIGLER



Batmobile, DeLorean, Lamborghini. Exotic cars line up for parade.

PRESIDENT'S MESSAGE

BY DAVID KNUDSON

I have a lot more things to talk about than this page will accommodate, so I'll just cover the high points.

Technical advice from a non-techie.

I'd like to give you some technical advice. Everyone on the Board knows that's much like Mike Tyson giving Mother Theresa morality lessons. In fact, with my dept hand, I have rendered numerous perfectly good automobiles completely inoperable.

Nevertheless, I won't fault my powers of observation. Through the years, I have attended numerous Association tech talks conducted by professional DeLorean technicians-albeit briefly. In most cases, I might as well have been listening to a seminar on orthoscopic surgery. My solution to technical problems is to deliver the car to my local service center.

However, on February 16th, in Oxnard, California, I sat through an entire 3-hour tech seminar listening to Ed Bernstein of DeLorean One explain finite technical details of the car. I stayed there for two reasons: (1) Nothing Ed does is ever boring, (2) I wanted to confirm or debunk the suspicions I'd had.

My suspicions were totally confirmed. Most of the problems Ed discussed, and the questions the attendees asked, I had never encountered with my car. And it has well over 100,000 miles on it because I drive it to work every day (over endless Los Angeles chuck holes).

So, I'm lucky. But am I? Here was my real suspicion. Do people who drive their cars only occasionally have more problems than people like me who drive them nearly all the time?

Unscientifically, I am convinced they do. Once again, every one of the people I talked to at the Oxnard seminar were occasional drivers and did they have problems. I'll extend my findings even further for you. Most of the people I've talked to who drive their cars daily, don't seem to have the kind of problems endured by the occasional driver.

As I mentioned, this isn't scientific but I've talked to hundreds of owners over the last decade and there really seems to be a trend here.

Well, after such sage, "drive-your-car" advice, I'll turn to parades.

Parades are a great way to promote the Association in your area.

Clearly, everybody loves a parade. This was witnessed by throngs of people watching the Century City and Mission Viejo Saint Patrick's Day parades.

Just as important, at nearly every parade in which I've participated, the Association has gained at least one new member - an owner who didn't know we existed until he or she saw us in the parade.

Most recently, a contingency of enthusiastic Association members drove their DeLoreans, wings up, in both of these popular processions. Mission Viejo, a city in Orange County, California, has hosted us for four years; whereas our Century City, California outing was the first. This growing participation in holiday parades, the result of Parade Chairman Bob Weinreb's tireless efforts, has displayed the Association to countless people. And besides, it's a heck of a lot of fun. I urge you to consider participating in your local St. Patrick's Day, Fourth of July, Christmas or any other parade in your area.

Can anything top DeLorean Expo '91?

Within this patchwork of topics, I'd like to turn your attention to the upcoming DeLorean Expo '92. As the husband of the Activities Director, I have a front-row seat in the planning arena.

The thrust of every new national event is, "How can we make this one even better than the last one?"

After returning from Expo '91 in Las Vegas, I really couldn't imagine the Board of Directors topping it in 1992. Various sites had been investigated around the country, but distant sites were ruled out this year for financial reasons. The cost of running an event far from our Los Angeles base is much higher than if we stay in the West.

But my concerns for besting '91 disappeared on our site inspections of resorts in the Scottsdale/Phoenix area. Most were very nice, but as we rounded the corner and got our first look at the Pointe at Tapatio Cliffs we were blown away. It is the most spectacular resort I've seen in this country. There is really no way to do justice, in words, to this highly unique collection of rugged cliffs, Mediterranean casas and mature trees. Suffice it to say, I'm sure you'll be very impressed.

In addition to such a fabulous location, which includes shops, several restaurants, a spa and numerous other amenities, the rates are very reasonable - particularly for one of the most popular winter resort spots in the nation.

We are planning a very unique schedule of activities, too. Not the least of which will be a real old-fashioned, western outdoor barbeque, hot air balloon rides and jeep trips into the Sonoran desert.

So, if you've been putting off coming to a national event, mark your calendar for December 10-13. Scottsdale is a wonderful preholiday destination for 3 reasons; the shopping is exceptional, airfares to Phoenix are quite good if you book well in advance and the weather is warm and sunny.

Stick it in your glovebox

For my last topic, I'll refer back to my last message, which covered the many ideas that the Board members have been evaluating. Several have already been implemented, probably the most evident to you will be the new adhesive-backed stickers. When you renew, you will be sent one. It is to be positioned on the underside of your glove box door so, if you decide to sell your car, the new owner will know about the Association. We have found that auto dealers usually throw out everything relating to the Association.

In closing, I'd like to remind you to use your Association brochures. If you see another DeLorean on the road, stop the owner and give him a brochure.

There are thousands of owners out there who don't even know we exist.

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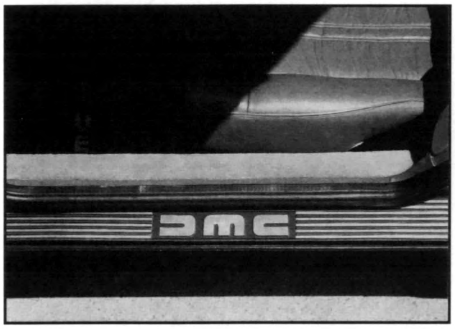

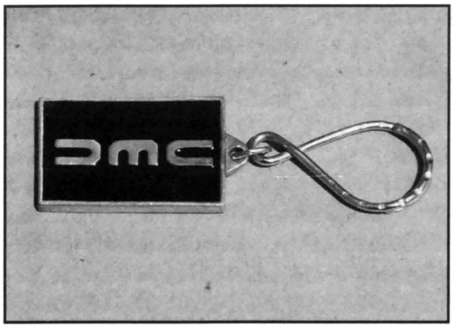

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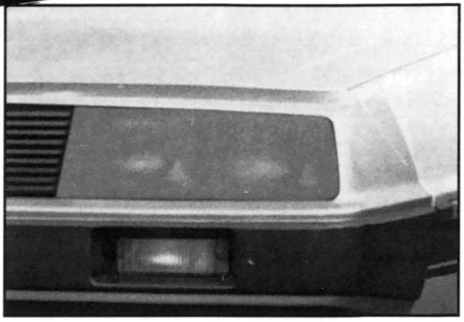

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11. **PEWTER 1/43 SCALE DELOREAN MODEL** – (stainless finish) these miniatures measure 4½ inches long. Each is finely detailed and handcrafted in the U.S.A. $59.95. **PEN SET** – with pewter DeLorean model on a custom engraved 7 x 9 inch walnut plaque. $89.95
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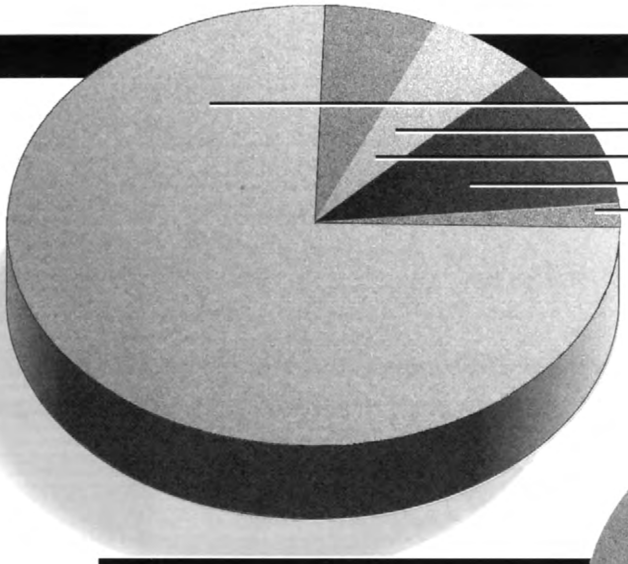
TREASURER'S REPORT

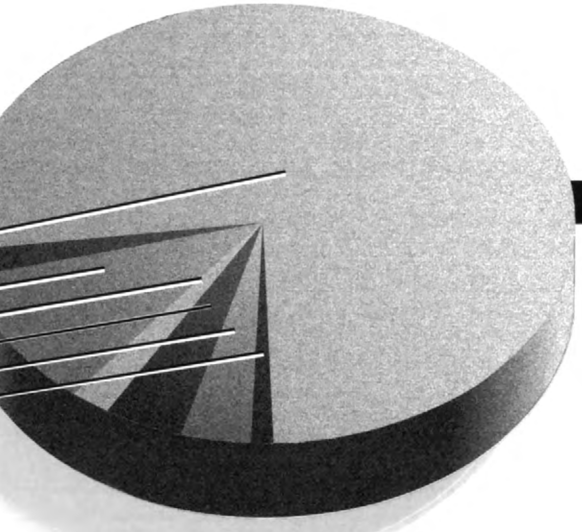
BY JOAN TRUSCOTT

DeLorean Owners Association End First Quarter 1992



1992 Income

Renewed Members	$21,590.00	70%
Products	2,746.00	09%
Advertising	2,508.00	08%
New Members	3,440.00	11%
Miscellaneaous	372.00	02%
Totals	$30,656.00	100%



1992 Expense

DeLorean World	$20,550.00	63%
Printing Misc.	739.00	02%
Advertising	5,623.00	17%
Postage	848.00	03%
Ins./Acct./Legal	2,148.00	07%
Misc./Off./Supplies	1,987.00	06%
Telephone	352.00	02%
Totals	$32,599.00	100%

Technical Correspondence may be directed to

Jon Spurlin
Technical Director
(818) 993-1433
8900 Oak Park Ave.
Northridge, CA 91325

Membership Communication may be directed to

David Knudson
President
C/O Walker, Knudson & Campbell
2500 Wilshire Blvd., Suite 602
Los Angeles, CA 90057

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Area Regional Chapter Calendar of Events for 1992

Past - Present - Future

BY MILLIE BERNSTEIN

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and get on their mailing list.

AREA REGIONAL CHAPTER 23

Ohio
Guy Avellon, Coordinator
(216)734-6664

May (TBA)	Meri- Flora Show, Rallye, Picnic, Columbus
May 29-31	Nissan Grand Prix, Camel GTE, Mid Ohio Race Course, Lexington
June 21	Stan Hywet Classic Auto Show, Akron
June 26-28	Vintage Grand Prix Mid Ohio, Lexington
June (TBA)	Earth Angel Charity Cruise, Lancaster, Ohio
July (TBA)	Put in Bay Tour
July (TBA)	Roscoe Village Tour
Aug. (TBA)	North Coast Winery Tour
Aug. (TBA)	Shaker Square British Sports Car Show
Sept. (TBA)	Peek'n Peak Niagara Tour
Sept. 11-13	Budweiser Cart 200 & Trans Am Races, Mid-Ohio, Lexington
Oct. 3-4	Fall Clinic & Southern Ohio Leaf Tour & Drive, Cincinnati

For details of each event, contact the event chairman or regional coordinator. We invite, encourage and welcome all those in bordering states and beyond to attend our events.

AREA REGIONAL CHAPTER 7

Northern Illinois & Southern Wisconsin
Don Gowler, Coordinator
(708)397-0322

May 16	Saturday-Tech Session Union Grove, Wisconsin
June 13-14	Social activity and overnighter
June 28	Lambs Farm Car Show-Libertyville, Illinois
July 18	Tech Session Union Grove, Wisconsin
Aug. 9	Social Activity, Cornfest Parade
Sept. 19	Tech Session Union Grove, Wisconsin
Oct. 4	Social activity, Rallye and Dinner

All dates are tentative

AREA REGIONAL CHAPTER 3

Minnesota
Bruce Benson, Coordinator
(612)429-6912

Dec. 10-13	DeLorean Expo '92, Scottsdale, Arizona

AREA REGIONAL CHAPTER 38

United Kingdom and Ireland
Robert Lamrock, Coordinator
44846-662185

May 23-24	Birmingham Car Show Birmingham, England

AREA REGIONAL CHAPTER 2

Pennsylvania
Ronald Finelli, Coordinator
(215)789-4326

May 2	Willow Grove Auto Show, Willow Grove, New Jersey
May 15-17	Eastern Regional Run III, Mystery Weekend Seasons Resort, Great Gorge, New Jersey
June 28	Philadelphia Vintage Grand Prix Show
July	Summer Tech/Social, Door Adjustment
Aug. 9	New Hope Auto Show, New Hope, Pennsylvania
Sept. 6	Duryea Days, Boyertown, Pennsylvania
Oct.	Fall Safety Check
Nov.	Road Rallye
Dec.	Holiday Social

AREA REGIONAL CHAPTER 9

Southeast Texas
Mary Ruth White, Coordinator
(713)664-1833

May 6	Business Meeting at DeLorean One, Houston
June 6	Business Meeting at DeLorean One, Houston
June 27	4th of July Parade, Make Ready Work Day
July 1	Business Meeting at DeLorean One, Houston
July 4	Fourth of July Parade and Picnic at Friendswood
Aug. 5	Business Meeting at DeLorean One, Houston
Sept. 2	Business Meeting at DeLorean One, Houston
Oct. 7	Business Meeting at DeLorean One, Houston
Nov. 4	Business Meeting at DeLorean One, Houston
Dec. 2	Business Meeting at DeLorean One, Houston

AREA REGIONAL CHAPTER 5

BY TOM LONG, COORDINATOR

Saturday, June 6 was the date for our annual Barbecue and Technical Session at Byrne and Marion Heninger's house in Gainesville, Georgia. This year there was the added attraction of a Radio Control DeLorean model car race and gymkhana. If you have not made it to any other DeLorean Owners Association event this year, this is the one you should have attended because we always have a good turnout and an especially enjoyable time at the Heninger's picnic.

Every couple brought their favorite dessert, vegetable, salad, or munchies. We had a technical session, as long as time seemed profitable, to help members with any situations they may have with their car. The primary topic of discussion was tires, suspension, alignment, and handling.

Then, those of us who acquired the Back-to-the-Future or other radio controlled DeLoreans a couple years ago brought our cars to see how well we could drive them in competition. For most of us, the mere act of getting them to go where we want them to go was enough of a challenge, so we had events for that skill level. For the more advanced drivers, I envisioned

CONTINUED ON P. 20

Chapter Calendar

(CONTINUED)

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers, Coordinator
(516)491-1248

May 15-17	Eastern Regional Run III Murder Mystery Weekend, Season's Resort, Great Gorge, New Jersey
May 24	Sports Car Club of America Car Show, Planting Fields Arboretum, Oyster Bay, New York
July	Pool Party (place and date to be announced -If you wish to offer yours, please do)
Aug. 22	Picnic at Robert Moses State Park
Sept. 5	Lime Rock, Connecticut
Oct. 24	Rallye to Hyde Park, New York Lunch & Dinner
Nov. 14	Wine and Cheese Party at Eleanor Rogers' House
Dec. 5	Holiday Party- Place to be Announced

AREA REGIONAL CHAPTER 37

Utah, Wyoming, Southern Idaho, Western Colorado
Everen T. Brown, Coordinator
(801)364-2646

Intermountain chapter members get together on a bimonthly basis. Everyone is welcome to attend. To get the latest listing of events contact chapter coordinator, Everen T. Brown and it will be sent to you immediately.

Dec. 10-13	DeLorean Expo '92, Scottsdale, Arizona

AREA REGIONAL CHAPTER 35

Stoney Point, New York
Gail Geraldi, Coordinator
(914)429-0121

May 15-17	Eastern Regional Run III, Mystery Weekend, Seasons Resort, Great Gorge, New Jersey

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Dick Stride
(802)889-3732

May 15-17	Eastern Regional Run III, Mystery Weekend, Seasons Resort Great Gorge, New Jersey
June 20	Annual trip to Newport Rhode Island
Sept.	Clark's Bears in Lincoln, New Hampshire

AREA REGIONAL CHAPTER 5

Georgia
Tom Long, Coordinator
(404)449-1968

May 9	Dinner Meeting at Billon's Pub, Indian Trail Road in Atlanta
June 6	Covered dish lunch, Tech Sessions & DeLorean Radio Control Model Car Rallye at Byrne and Marian Heninger's in Gainesville, Georgia
July 18	Caravan Trip through North Georgia to Amicalola Falls and the new lodge at the Falls
Aug. 22	Trip to "The Lost Sea" in Tennessee between Chattanooga and Knoxville
Sept.19	Day Trip to Barnesville, Georgia for their Annual Buggy Days Celebration
Oct.	Day Trip to Birmingham, Alabama to see some of the special places in this wonderful city and sample their cuisine
Nov. 14	Tech Session and covered dish dinner at Tom & Simi Long's in Alpharetta
Dec. 4	Holiday dinner dance at the Atlanta Athletic Club

AREA REGIONAL CHAPTER 12

Southern California

July 4	Parade, West Covina
Dec. 10-13	DeLorean Expo '92, Scottsdale, Arizona

The DeLorean Driving Experience, Part III

THE DELOREAN TWO-STEP

BY GUY T. AVELLON, CHAPTER 23 COORDINATOR

We've read that smooth driving helps keep the car in balance and in control. Braking and gear selection are also extremely important and must be accomplished with the same degree of smoothness lest we find that shifting and the method of input are not compatible with the gods of rotating mechanical devices.

You've heard of race car drivers double clutching and assumed it the right macho maneuver for the street. If not executed in the proper context, it could leave a trail of mechanical guts regurgitated from an over revved engine. Besides, it doesn't add any power to the engine. Properly employed, double clutching will lessen the torque strain on the drive train and gear box.

Taking this procedure in slow motion: 1) depress "de" clutch and move the shifter out of gear into its neutral position, then release the clutch; 2) bring the engine RPMs up steady with the throttle; 3) depress the clutch again and move the shifter from neutral to the next lower gear; 4) release the clutch engaging the lower gear. These are the mechanics of the operation, not surprising why the British call it "double de-clutching". With repeated practice this will all become much smoother and quicker than it appears.

First, let's establish some ground rules: 1) practice first and practice slowly but deliberately; 2) and don't downshift with the revs so high that the downloading to the lower gear will cause the engine to overrev and spew forth its innards.

The synchronizers of the past two decades will afford smooth shifting, so the old double clutch isn't an absolute necessity, especially when driving the buggy around town. However, when racing, or if you are in the habit of exiting the freeway at 65 MPH, then rapidly downshifting, double clutching will lessen the strain on everything from the transmission to the tires.

If your RPMs are low enough, no damage will occur from the normal every day downshifting. However, if you suddenly dump 3rd gear into 2nd at 4,000+ RPMs, the car will violently jerk, you'll definitely get an audible protest from the tires (to say the least) and the passenger's surprised expression will have to be scraped from the dash. This violent spasm occurs not only due to the sudden downloading (I'm using this term so you computer-types can talk automobiles) but also, because by habit, the right foot is completely lifted off the throttle, thereby ceasing all

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"...double clutching will lessen the strain on everything from the transmission to the tires."

RUST NEVER SLEEPS

PART II

BY MIKE ROBERTS

> ***"The current state-of-the-art for corrosion protection is to galvanize, then cover the galvanizing with an epoxy coating."***

When the DeLorean Expo '89 Issue of DELOREAN WORLD arrived, I read it, including the "Rust Never Sleeps" article, and filed it with the other back issues. Little did I know then it would be back to haunt me.

In the spring of 1990, I discovered some of the epoxy on the frame cross member under the engine was flaking off. Rust had crept under the epoxy coating and eaten away the steel, leaving little evidence until fairly large sections of the metal were entirely gone. The worst damage was confined to the main cross member under the engine, but there was some evidence of rust at the front of the frame and some other locations.

After rereading the article several times, I set about deciding the appropriate course of action. I bought the car (Serial #1081) in July 1981, after being on the wait list for four years. It was on the first truck delivery of three cars (one for each dealer) into the Kansas City area. Since that time, it has been my primary car. I drive it year around, including in snow and ice. I have had the good fortune of always having a good mechanic available to work on the car. Eudell Lusher was the factory trained DeLorean mechanic for the Ford dealership where I bought the car. Sometime after DeLorean went out of business, Eudell left the Ford dealership to open Eudell's Auto Service. With about 80,000 miles, it is not an extremely high mileage car, and as a member of the family, I expected to keep it for quite some time. Besides, it certainly would not bring much money with 80,000 miles, especially if the buyer thought to look at the frame.

My play car is a 1964 Lotus Elan. It has a backbone frame very similar to the DeLorean. After market frames have been available for the Elan for several years. At least one Lotus parts supplier offers a choice of two frames. One is a space frame that is substantially stronger than the original. The other is a standard Lotus frame that has been galvanized. It seemed logical that since there were more DeLoreans than Elans, and DeLoreans were more expensive, that someone would fill the need for a better frame.

After talking to Eudell and then calling all over the country in search of a better frame, I found out I was wrong. There were few original frames left. Kapac had no frames, but said to call back in a month. I could find no one offering a better model at any price. I did find some rumors. Someone was supposedly working on a stainless steel frame. Someone else was working on a way to strip the epoxy and galvanize the frame. I could find no specifics and no prices. Scuttlebutt had the price of the stainless steel frame at a lofty $8000. I rejected replacing the frame with another epoxy coated one. I did not want to have to do this again after eight or ten more years of Kansas City salt exposure.

My next step was to investigate the possibility of fixing my old frame. I tried several different shops and got bids ranging from $800 to $2000. The $2000 fix required removing the engine and transmission. As the more expensive repair would not solve the long term rust problem, I elected to go with the $800 repair as a temporary measure. I estimated it would last a couple of years, hopefully long enough for someone to market a better frame.

The frame shop completed the repair in late spring of 1990. The car lined up well and seemed to drive fine. After one more trip back to the shop to repair a rust area missed the first time around, everything seemed to be going as planned. Of course, we were much more watchful and coated anything suspicious with a rust suppressing coating. In the spring of 1991, after another winter, an inspection seemed to indicate no new rust problems.

Then in late summer of 1991, while driving cross country, I noticed the beginning of a quiet, but heavy thunk that seemed to be coming from the left rear suspension. Thanks to a previous trailing arm mounting bolt failure, I was paranoid. I stopped every few miles to try to discover the source of the noise. On about my third stop, I discovered that the top shock mounting point had rusted so badly, that the shock was moving around in a two inch hole in the shock tower. I limped on to my destination, and called Eudell to discuss the situation. After this conversation and more inspection, I concluded that the suspension could not collapse (at least from this problem), but I would effectively have no shock absorber on the left rear. The two hundred mile return to Kansas City was slow and tenser, but uneventful.

When I took the car in, both Eudell and I looked the frame over. Neither of us could see any serious signs of further rust damage. Welding a plate into the shock tower was simple, cheap (a bit over $100), and in context of holding out until someone would build a better frame.

For a few weeks after that repair, everything seemed fine. Then I did something I considered stupid at the time, but may have been an auspicious accident. Pulling into a parking lot, I ran over a curb. That mishap flattened the right front tire, but I put on the

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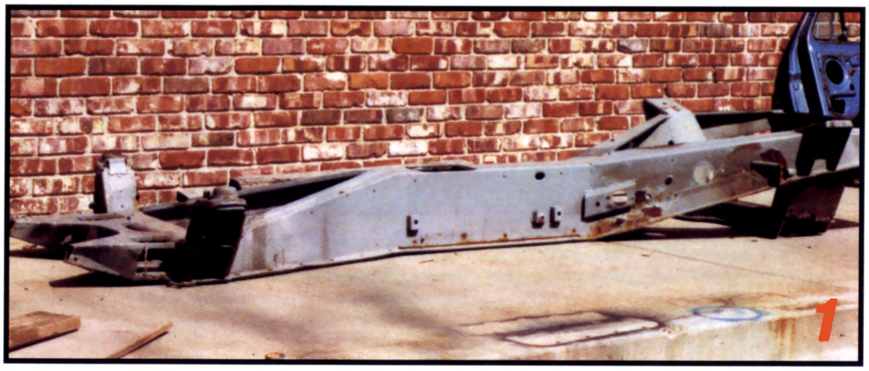
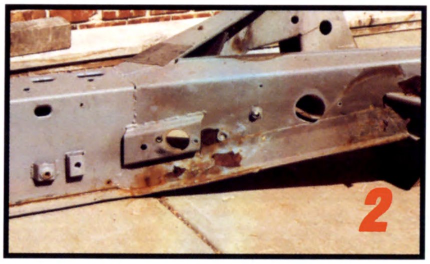
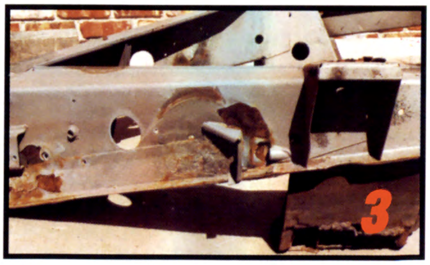


> ***"...I am quite happy with the project and feel I have a car that will last a long time."***

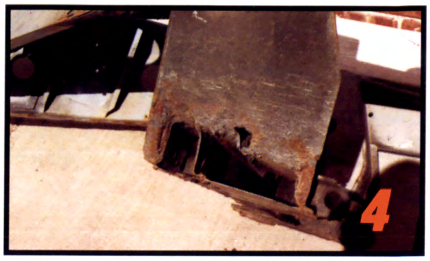
1 ***Taken from the left front. Perspective of entire frame.***



2 ***Closer view of left side of frame, where trailing arm mounts. Note rust under trailing arm mounting point.***



3 ***Still left side of frame, slightly further back from #2. Shows shock mount, cross member under engine, and lots of rust.***



4 ***This is a picture of the cross member from the left side of the frame. Extensive work was done to the cross member in 1990 to repair early rust problems. Note rust is returning.***

DON SIGLER

W.C. 4TH OF JULY PARADE 1991
5TH PLACE - FLOAT/DECORATED
DMC

I can still remember, as a youngster growing up in a small town in New Jersey, waiting in the formation area, anticipating the start of the parade.

(CONTINUED ON PAGE 20)

DELOREANS ON PARADE

BY BOB WEINREB, PARADE COORDINATOR

The line up with Bob Weinreb coordinating (far right).

RUST

FROM PAGE 15

space saver spare and headed home. The car pulled strongly to the right, but it was dark and only a few miles. In the light of the next day, I could see that the front wheels were towed out to an alarming degree. The right front shock tower had partially collapsed as a result of the curb impact and hidden rust. I still wonder what would have happened if I had hit some obstacle at Interstate speed.

It was decision time again. Eudell could get a front section of a DeLorean frame from a car that had been hit in the back. He could weld the new front section to the old frame without removing the frame from the car. This option was not cheap (about $1650) and did nothing for other parts of the frame. We could find no new factory frames. Eudell located a complete used frame and said he could install it for a total of $4000. That frame has a story of its own. I don't know many of the details, but apparently a woman's revenge was my good fortune. It seems she decided that the appropriate punishment for her mate's philandering was to redecorate his pride and joy with a hammer and razor blade. She forgot the frame. Unfortunately, that still left an epoxy coated frame and probable future rust.

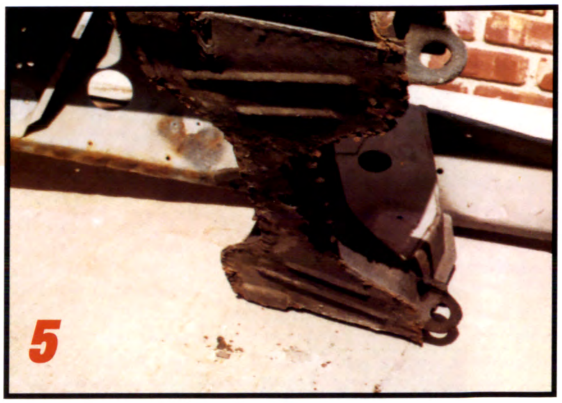
I considered selling my car for salvage, but could get no offers over $2500. Again, calls to DeLorean people all over the country found no one in the after market frame business. I found a shop in this area that felt they could duplicate the frame, but said it would be very expensive for a single frame. They suggested that if we could build ten or twenty frames, the unit cost would be much lower. Unfortunately, none of the DeLorean people I had talked to seemed interested in committing to buying any new frames at any price. While that may change soon, I needed a frame right away

> **"...it has been my primary car. I drive it year around, including in snow and ice."**

The only logical alternative seemed to be to replace the frame with the used one Eudell had found. With that decided, I wanted to improve rust resistance of that frame. I knew we could spray the epoxy coated frame with a Ziebart-type rust protectant. That was better than nothing, but not as good as galvanizing. I first talked to Mike Broski at All-Brite Galvanizing here in Kansas City. He did not expect any problem in galvanizing a stripped frame, but could not remove the epoxy coating. He suggested I talk to Midwest Metal Strippers. Sharon Bayte at Midwest Metal Strippers said they could probably strip it in their Methylene Chloride tank, but would like a sample to test. While the new frame was on its way, Eudell unbolted the triangular fuel tank closing plate from the bottom of the frame and I took it to the metal strippers to test.

Sharon called back a couple of days later. She reported that their usual "hot tank" for car body stripping did nothing. The Methylene Chloride did work, but very slowly. It required dipping overnight, then washing, then dipping overnight again. There was another problem. Their Methylene Chloride tank was 7.5 feet by 4 feet by 3 feet deep. It was nowhere near big enough to dip the frame. They did have a used tank that was 9 feet by 4.5 feet by 1 foot deep. This tank was not large enough to submerge the entire frame, but Sharon felt they could do the stripping by periodically turning the frame. I would have to pay about $800 for Methylene Chloride and the other chemicals they add to the tank, in addition to the stripping cost.

In researching other alternatives, I found a shop with a brush-on stripper that worked, but was very labor intensive and did not hold much promise for the internal sections. Midwest Metal Strippers tried bead blasting one of the trailing arms. That worked too, but took far too many hours and the internal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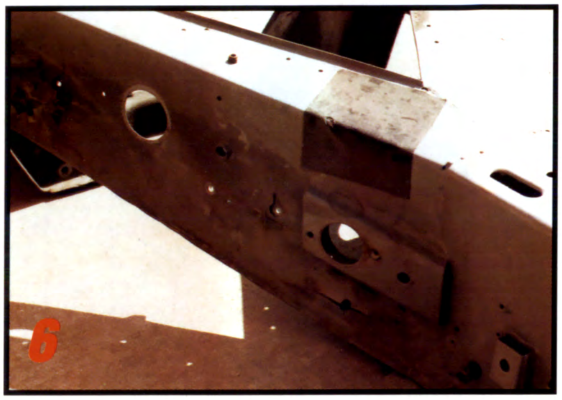
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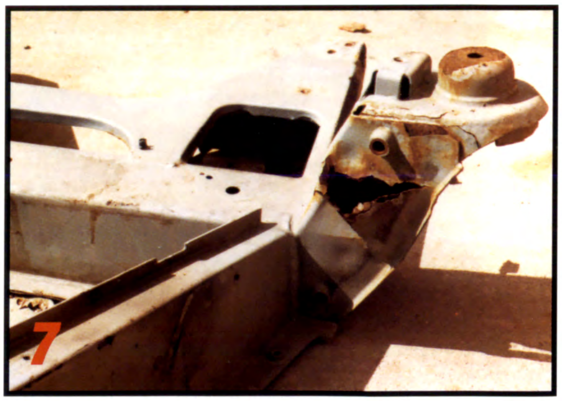
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sections would be problems. We rejected sand blasting because of the thin metal. After relating my problems to Mike at All-Brite, he suggested that it might be possible to burn off the epoxy in the galvanizing tank

After some further discussion with Mike and some other galvanizing people, I decided to let him try a test piece. It worked! I told him to proceed with the frame. Several days later, it became apparent that the frame was not going to be nearly as easy as the test piece. Mike had anticipated that dipping the frame would require some drainage and air holes to allow the zinc in and out of the interior sections. In spite of the new holes, the frame was not sinking properly into the galvanizing tank. He believes that the epoxy coating may have blocked the holes and prevented some air from escaping. He also said that the fumes were much worse than he expected. By the time he finished, he had dipped the frame into the galvanizing tank a total of four times. The first three times were to burn off the coating and were followed by dips in the pickling tank. The fourth dip did the galvanizing. He reported significant fumes from the first two dips. I am sure my price of $400 was a money losing proposition for them. Mike says he would charge about $300 to galvanize a bare frame, but he is not interested in another epoxy coated one. He never would say he would not do it, but I expect the price would be much higher.

The galvanized frame looked good. I was tempted to leave it in the galvanized state. Galvanizing works by sacrificing zinc rather than steel when exposed to corrosive conditions. Over time, the zinc will corrode away and expose the steel. The current state-of-the-art for corrosion protection is to galvanize, then cover the galvanizing with an epoxy coating. I did not go quite that far, but I did have Ziebart coat the frame with their rust protection undercoat.

With the rust protection completed, Eudell picked up the frame and began the process of transferring my DeLorean to the new frame. While it is not a trivial project, it is not complicated and was already described in the first "Rust Never Sleeps" article. Galvanizing did add some new complications. Virtually all the threaded holes in the frame had to be retapped because of the galvanizing. Eudell found some holes that were filled with zinc and had to be drilled out. Two of the worst were the heavy wall tubes in the front uprights that the wishbone pivot bolt fits through. Both of these completely filled with zinc and had to be drilled out. I'm not

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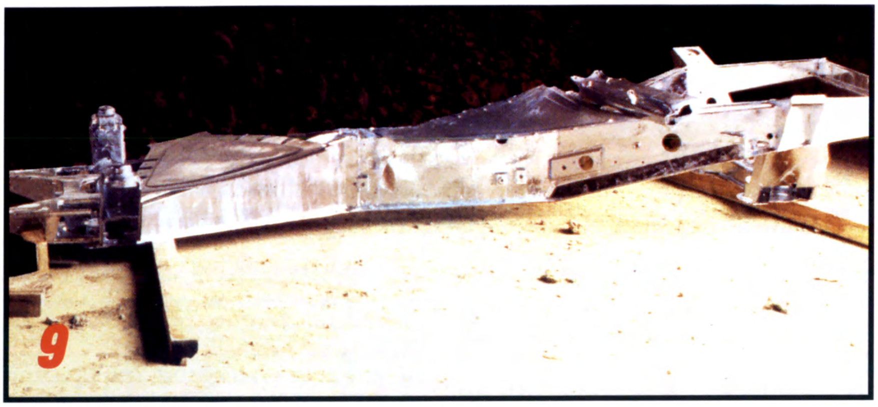

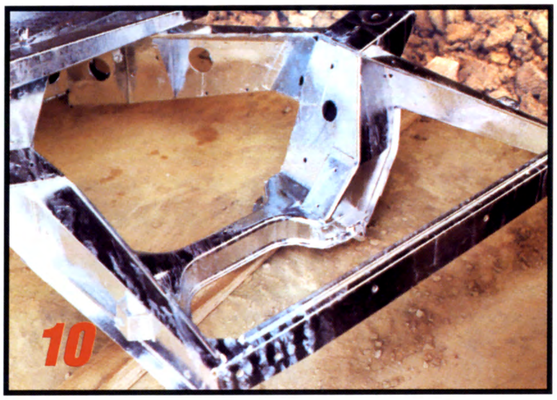

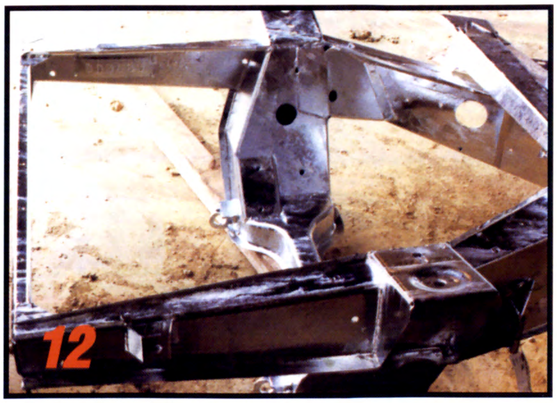

***5** Taken from under and to the left of the cross member under the engine. The bottom plate was removed during the 1990 repair to allow access to the internal horizontal plate above it. Note rust around edges where it was welded back on.*

***6** Right side of frame. Note rust bubbling at hole under trailing arm mount.*

***7** Right front upright taken from rear of car. Rust weakened upright buckled when I hit a curb.*

***8** Under side of front left side of frame. Note rust and a couple of patches from prior repairs.*

***9** New frame taken from the left side shortly after being dip galvanized. Two trailing arms and two triangular (one from each frame) fuel tank closing plates are sitting on top of the frame.*

***10** Galvanized frame taken from left rear showing engine bay.*

***11** Galvanized frame taken from right rear. Both fuel tank closing plates are visible.*

***12** Engine bay of galvanized frame taken from right side. A trailing arm is visible at the eight side of the picture.*

PARADE

FROM PAGE 17

Then, all of a sudden, the bands would begin playing and marching in step; all the dignitaries in town would be sitting in cars, waving; the Scouts; the soldiers and their military vehicles; the homemade floats. The street was alive with excitement.

Well, it's a few years later and the excitement, the activity, the noise and music are alive again. But I know now, as Parade Coordinator for The DeLorean Owners Association in Southern California, all the effort that goes into organizing such a seemingly spontaneous procession.

Everyone loves a parade, but does everyone want to be in a parade? The first time, you feel conspicuous - hundreds of thousands of people looking directly at you. But, unless you have participated in a parade, in a decorated DeLorean with the doors up, emergency flashers on, watching the

(CONTINUED ON PAGE 29)

Sharon Ferrell of "The Young and the Restless".

DON SIGLER

CHAPTER 5 *FROM PAGE 11*

time trials around a series of pylons. Everyone checked their batteries and brought their cars to have some fun.

Our May meeting was a rather impromptu affair at the 59th Fighter Squadron Aerodrome restaurant at Peachtree DeKalb Airport. The weather was delightful and a dozen people enjoyed the food and the ambience. The evening was particularly memorable because everyone was invited after dinner to Milton and Katherine Moore's new home near the restaurant and we observed Milton's fabulous collection of miniature cars for the first time.

Paul Pittman is leaving the University of Georgia after completing his Ph.D, in Business Administration and is taking a position at Southeastern Illinois University. He and Susan have been prized members of our Association and we will miss them. Paul promises to remain available for good advice.

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GULLWINGS

BY VICTOR J. RUGG

The Illusion that the DeLorean is flapping its wings is created by affixing a coastar 5 section attachment to a 50 mm 1.14 lens of a Cannon F1 camera. I took the picture on the East End of Long Island by Napeaque Harbor.

The car is an '81, VIN number 2047, originally purchased by Pat Malloy who sold his Ferrari Daytona because "it was a pain to drive." In the sports world, Mr. Malloy is best known for winning a number of sailboat races around the world. Soon after he purchased the car, he developed a back problem originally caused by a helicopter crash in Viet Nam. He put the car away with 1810 miles on it. Over the years, sailing on and off with Pat, we talked about the car. Finally, on September 23, 1991, I purchased it. It is now in fine running condition after a short stint at P.J. Grady's.

The DeLorean is fun to drive. It is the most interesting car I have ever owned. The power is adequate, it handles well and the looks are great. What DeLorean did was to put all of his ideas into a very enduring package that works well.

Like most of us, I have pictures of all my cars. Back in 1966 at the age of 18, I bought my first sports car. A 1959 Corvette for $1200. Since then I have had seven Corvettes. Before I purchased the DeLorean, I had a Porsche 911 Targa, one of six 911 Porsches I have owned. English sports cars have always been allur-

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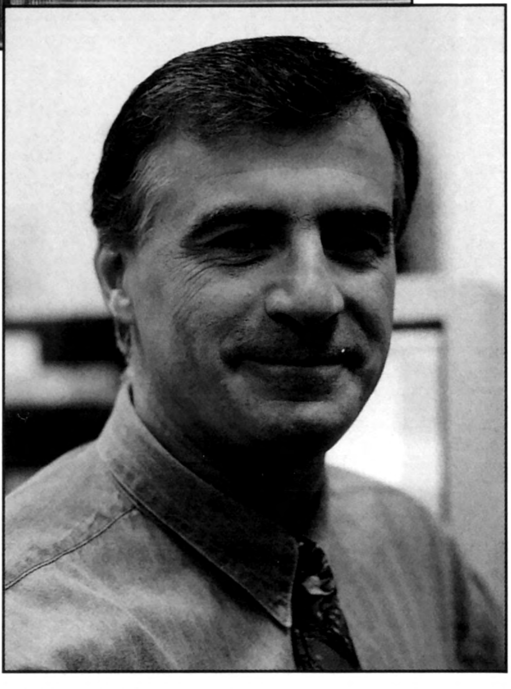
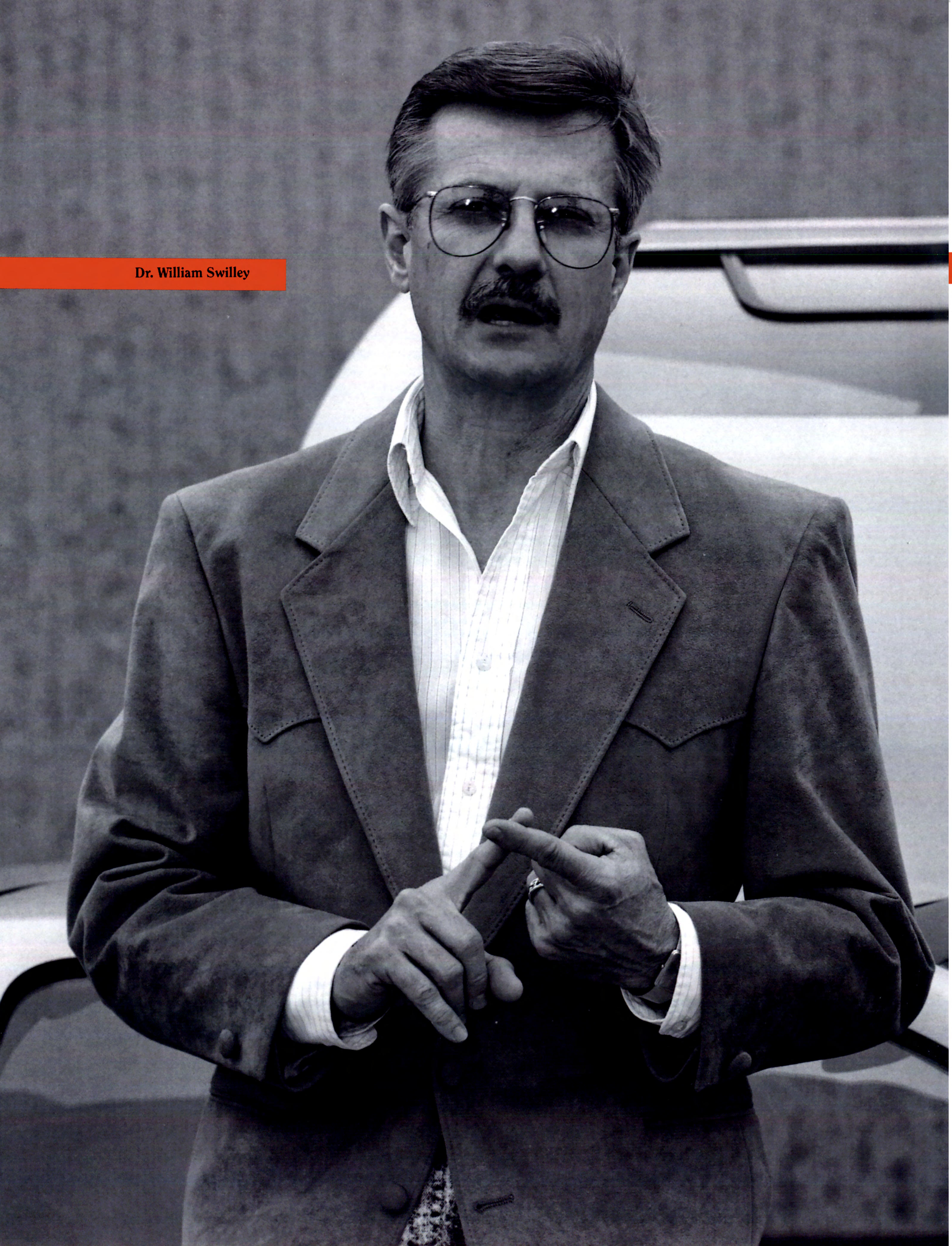


Victor J. Rugg



Dr. William Swilley

"It's a better, more reliable car now than the day I bought it."

Dr. William Swilley is a dentist in Houston who includes his DeLorean, flying, running and racquetball among his hobbies. He bought his car in March of '82.

"Bill, how do you feel about driving your DeLorean?"

"Well, I've had it since new and I drive it every day. It's got over 140,000 miles on it, now.

"I think I'll probably have it forever because I know that DeLorean One can fix anything, and it keeps appreciating in value. It would cost me $40,000 to $50,000 more to get a car that would give me as much pleasure."

"Have you had a lot of work done on your car?"

"Yes and no. Before DeLorean One opened here, I had other mechanics work on it and almost without exception, they butchered it. I see cars come into DeLorean One from across the country and it's amazing some of the stuff that has been done to them by other mechanics. If that was the only kind of service available for DeLoreans, the car would have a horrible reputation.

"I've replaced all the usual stuff that wears out on cars plus I ended up with a cracked block, unfortunately. But, now the car is better than ever."

"What do you think is in store for the DeLorean marque?"

"It's hard to compare this car to others in history. It doesn't have any racing heritage like the Ferrari or Maserati but it has a high degree of natural interest based on its design, the movies and the experiences of the company's founder. People are always asking me how much it cost. They usually guess around $100,000. And they can't believe it's a ten-year-old car."

"Is there anything you'd like to see improved on the car?"

"I've found I could do about anything I could in a Porsche 944 I used to own. But, it could use a little more power.

"The car was developed during the oil crunch and at that time the emphasis was on economy and durability rather than power. Although it's still pretty fast."

"Any closing remarks?"

"Yes, I think another reason the car is appreciating is because of DeLorean One. They're instrumental in preserving it and promoting it – assuring people like me that the car is driveable."

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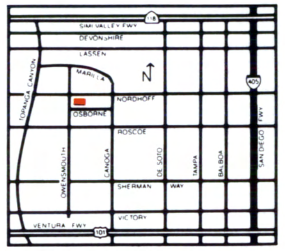
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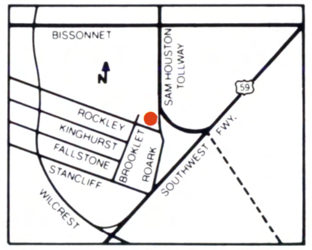
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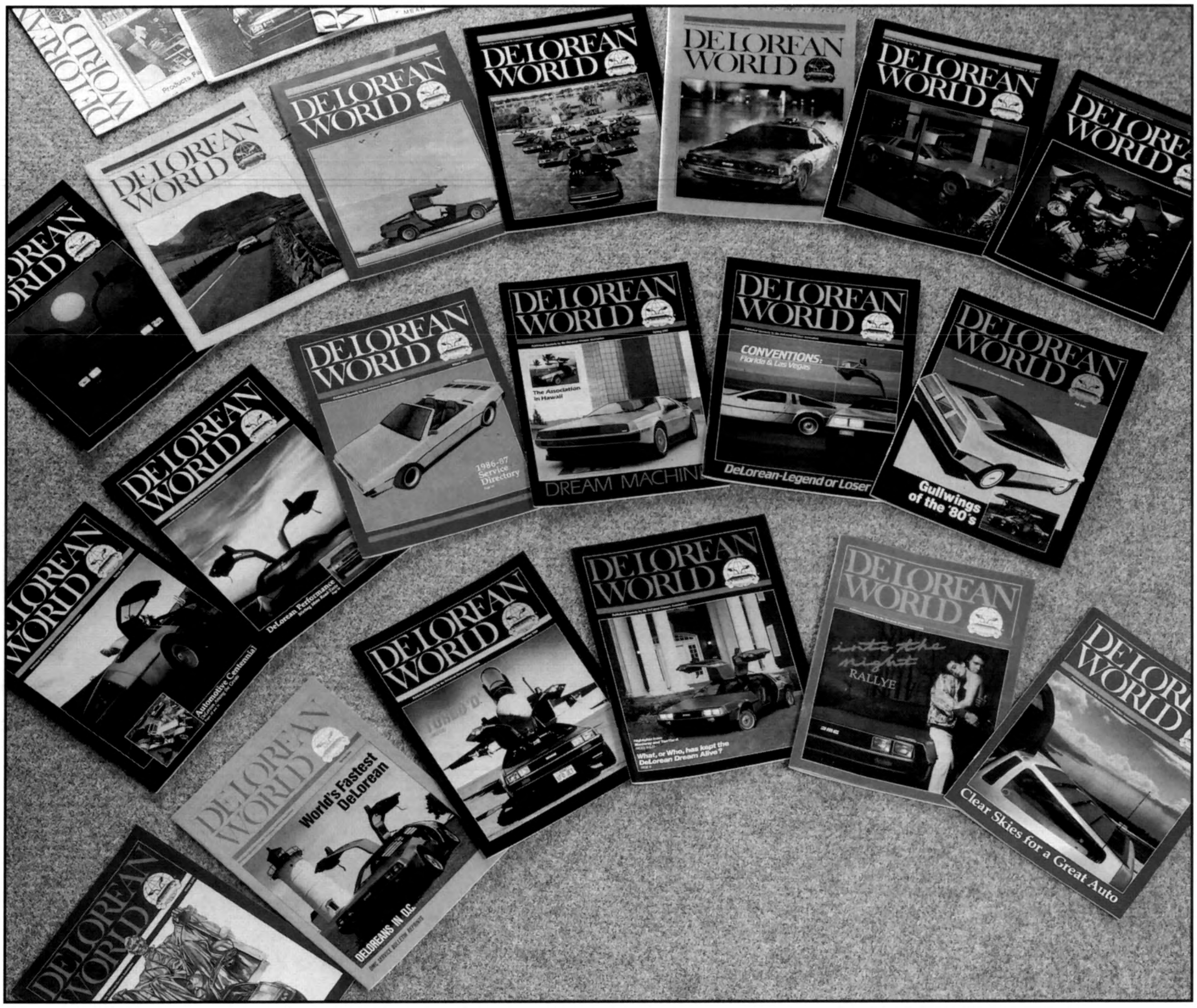
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TWO-STEP

FROM PAGE 13

forward motion. For this reason, you should NEVER change gears downwards while in motion on the ice, especially with automatic transmissions. Shifting from 4K down, but now double clutching, will be a much smoother transition and you will not feel the harsh shock loading from the frame, drive axle, suspension, nor passenger's wrath.

Remember point 2: "Thou Shalt Not Overrev The Engine". If you downloaded at 5K revs or higher, regardless of what gear you are in, there are only 1500 revs left to redline. The lower the gear, the higher the revs. For example; going from 5th to 4th gear may only increase the revs by 500, while 2nd into 1st may jump up to 3K revs. So remember what gear you are going from and to, as well as your RPMs because some people skip gears when downshifting - it's allowed. Most redlines are forgiving for a few 100 revs. What occurs beyond the redline is valve floating followed by valve bending and a smile on your mechanic's face.

> **"I did know one person with a size 15EEE who could actually use his heel on the brake and toe on the throttle..."**

Make mental notes of the RPM change when upshifting and downshifting normally. Leave a 2,000 RPMs differential until you get familiar with your engine's rev range. Each car will be somewhat different, so don't use the same RPM range with your DeLorean as with a Rabbit or Corvette. The tachometer is really the most useful instrument in your car, which is why I never looked at the speedometer while driving the tracks on One Lap.

If you attend auto races, the difference between a seasoned pro and amateur becomes quite evident, especially in the corners. The amateur will back off the throttle completely, well before the corner, causing distinct rumbling and backfiring retort from the exhaust. Then he downshifts. The pros downshift much more quickly and smoothly with barely an audible hint of gear change. Formula 1 drivers make it sound so smooth and easy you'd swear they all used automatic transmissions. They never back off the throttle completely, they keep the revs up as they downshift so they have extra power in an instant to pull them through the turn and exit more quickly.

> **"God only gave us two feet while mechanical engineers gave us three pedals we need to work at once and right now!"**

In competition, you want to get into and out of the corner as quickly as possible. If you let the engine slow the car, you didn't really need to double clutch down. We have brakes for that. However, if you're at 6,000 RPMs, there isn't much "leg" left as we can only go up to 6,500. At 6K the engine is already past its power curve. This means if you did enter the turn at 6K revs, there isn't as much acceleration power left to boost the car through the turn as you would have climbing up from within the power at say 4,000 RPMs.

Braking and downshifting to 4K gives you an extra 2,500 more revs into your engine's power curve giving you more leg to power up and out through the turn. Providing we are in the proper gear, it is almost as quick to go from 4 to 6K than 6 to 6.5K revs. To do this effectively, you must drop anchor late and fast. God only gave us two feet while mechanical engineers gave us three pedals we need to work at once and right now! The heel-and-toe method is the perfect procedure to employ in this situation.

To take heel-and-toe literally, we need to move the throttle pedal anywhere but its present location; say, over the brake pedal. (I did know one person with a size 15EEE who could actually use his heel on the brake and toe on the throttle while changing the radio station at the same time!) In actual practice, we use the right foot to simultaneously apply the brake and modulate the throttle while the left operates the clutch. This allows us to brake hard while keeping revs up at the same time. So, the heel-and-toe was just meant to be used with double clutching.

Using the left side of the foot, the ball can apply the bulk of the pressure for positive braking. Rolling the foot over to the right will cause contact with the throttle. We can brake and modulate the throttle at the same time. The DeLorean's pedal is just slightly higher than the throttle. However, once the brake pedal is depressed far enough to be effective, it is even with the throttle, making the transition easy when you need to slide your foot off the brake to become fully planted on the throttle. Tennis shoes may not provide the proper feel, nor allow you to slide the foot enough for a comfortable or positive position on the throttle. The heel will help you to adjust your foot's position if it is used as a pivot point. Here, it is easy to rotate the foot from brake-to-throttle and in between without having to pick up the foot each time and locate the proper position. My carpet pads continually wear out at the heel's pivot point, so I have to reinforce that area.

> **"Thou Shalt Not Overrev The Engine."**

Heel-and-toe is very useful in every day driving. It's helpful to prevent roll-back while on a hill as well as keeping the revs up in traffic if the engine is on the verge of stalling. It all reverts back to familiarity and practice: getting to know your DeLorean.

RUST

FROM PAGE 19

aware of any procedures to reduce this problem, but I would look into it before doing this again. He also found some lumps of sludge in the rear uprights. He was able to break these up and remove them. These lumps may have caused the floating problem in the galvanizing tank.

Eudell took advantage of the frame replacement to replace the rubber hoses in the cooling system. I also had him install shorter springs from DeLorean Specialties. Ziebart had given Eudell some spray cans of the undercoating to touch up areas damaged in assembly.

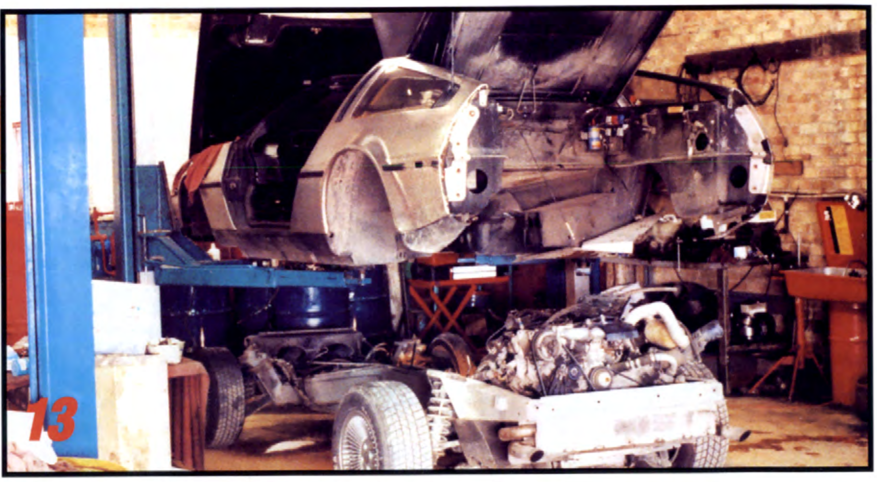
When I picked up the car, Eudell noted that he had to change the tow in of the front wheels quite a bit after installing the new frame. He speculated that the front shock towers on the old frame may have been sagging due to the rust. He said the car felt more solid than any of the several cars he had driven recently and theorized that many frames may be weaker due to rust. He said many of the cars he works on are showing signs of frame rust. He has had to repair several frames, but mine was his first replacement. He asked me to return the car in a month so he could check and tighten bolts and fix any other related problems.

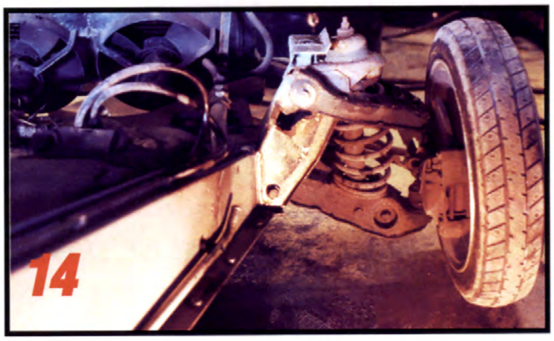
I was very happy with the way the car drove and felt, though some of the improved ride may be related to the lower springs. The car did not look as low as I expected (see photos), but the headlight aim was much lower than when I took the car in. When I took the car back, I had noted the headlight aim, and a dash instrument problem that turned out to be caused by a missing ground to the frame. Eudell took care of a couple of other minor problems at the same time.

At this writing, it has been two months since the new frame was installed and about a month since the return. Considering the amount of work involved, I am amazed at the lack of problems. Of course, it will take years to determine the long term effects of the galvanizing. In the mean time, I am quite happy with the project and feel I have a car that will last a long time.

I learned a great deal during the project. The first and most important is that DeLoreans are very susceptible to rust. The epoxy coating hides the rust. The frame in my Lotus is only painted. In some ways,

(CONTINUED ON PAGE 30)



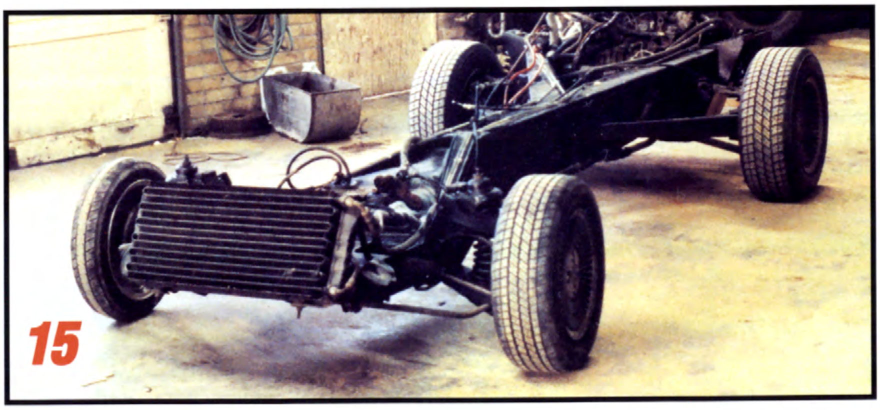


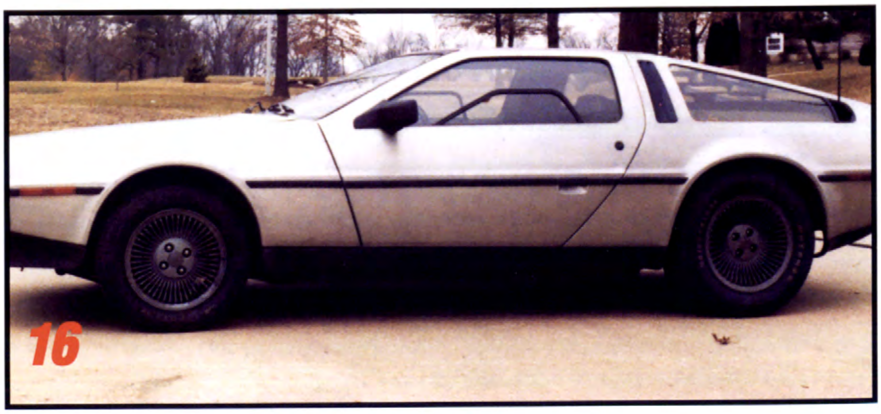
13 Body being removed from old frame.

14 Old frame showing buckled right front suspension tower.

15 New frame with parts transferred from old frame.

16 Reassembled car.





EASTERN REGIONAL RUN III

BY ELEANOR A. ROGERS, CHAPTER 36 COORDINATOR

This year's Eastern Regional Run was hosted by Chapter 36, Long Island, and held at Seasons' Resort, Great Gorge, New Jersey on May 15, 16, and 17. The big attraction this year was that we were attending a MURDER MYSTERY WEEKEND, at which time we were to solve the Mystery of the Lethal Time Warp in which we went back to the 1960's. For those of you who do not know how a Murder Mystery Weekend works, you have all your meals with all the people who are attending the mystery weekend and the actors and actresses mingle with the guests and clues are left all over the place. We even found a clue on the elevator on our way down to brunch.

The gang's all here.

On Friday, upon arrival, the members attending the weekend met in the Hospitality Room to pick up their tees, pins and information about the weekend and to chat with one another. Twelve couples attended the weekend with numerous others coming up on Saturday to attend the super rallye which Brian Graifman and Lori had arranged for us. Even though the weather did not wish to cooperate with us (it was damp, drizzly, overcast, and foggy) the rallye was a lot of fun (we even had to stop at Dairy Queen and get a signed receipt) and ended up at High Point State Park where we would have seen the George Washington type monument at the top if it could be seen and we would have sat at picnic tables to eat our fantastic box lunches prepared by the hotel. Instead we sat in our cars and ate and then got out and talked to the others as they arrived.

Upon our arrival back at the hotel (following the rallye) we met in the Hospitality Room and gave prizes to the winners of the rallye (Jerry and Ann-Marie Amalfitano of Chapter 36 came in first), and also held the raffle. We really had been so fortunate that so many fantastic gifts had been contributed for our raffle. Contributors included DeLorean One, DeLorean Motor Center, Specialty Automotive, DeLorean Gold, and Tom Mancini of Chapter 35. All of you helped to make it a very special occasion. We then went outside to take pictures of all the cars and people who were there, then went to one of the lounges to chat. It was then time to get dressed for the Saturday night Murder Mystery.

On Sunday morning we again had a brunch and all those who wished to solve the mystery handed in their solutions to the three murders. You not only had to say who did each murder but you had to tell what clues you felt gave you the identity of the murderer. The winner received a free murder mystery weekend at Seasons' for next year. Aldo Buono of Chapter 2 was the lucky winner and had a big kiss planted on him by Trudi (the female impersonator of the theatre troupe). Following the brunch, more pictures were taken and it was time to head for home. All of us had a super time. It just goes to show that even though the weather does not cooperate, you can have a marvelous time when you have a great group of people around you.

MURDER
A LA CARTE

Time out. Aldo Buono, left.

GULLWINGS *FROM PAGE 27*

ing. I had my share of those, but as we all know, they are prone to break down so all of them had short lives with me. My favorite was a 1971 Jaguar XKE convertible. I also had a TR6, TR7 and an MGB. Some people say I have a fetish for automobiles. I received my first car when I was 13, a 1940 Plymouth Coupe from my grandmother, since then I have had 61 different cars, some more exciting than others, all of them fun to drive.

Over the years, I have had a number of motorcycles. Starting with a Dugati and then a 650 BSA Lightning, 650 Suzuki, 750 Honda Super Sport, Yamaha 500 Enduro. Today I drive a Suzuki 125SP off the road.

As a young boy growing up in rural Long Island, there were very few young people to play with. I grew up on a small farm and there was always equipment that needed repair. One of my neighbors was a mechanic and he taught me how to fix cars. In 1962, I bought my first car. It was a 1953 Ford Convertible for $50. It needed a total restoration and my neighbor was willing to help. My parents were excited about my enthusiasm. I also think they believed it would be a good idea to have a mechanic in the house, so they took me to Sears and bought a mechanic's starter set of tools. You remember this as a gray box with one top shelf and a number of assorted tools. Well, I was in heaven. I learned enough in rebuilding that car that a local Ford dealer hired me for summer work while I was in college. Later, I went for advanced training in the Air Force and worked in the motor pool.

While I was in college, I bought and sold more cars than I can remember. My fraternity brothers always wanted to know what I was driving because they knew it was for sale. I would buy cars that needed work, repair them and then sell them. Some cars I drove, such as my 1966 Pontiac GTO; others I never got a chance to as they were sold while I was working on them. This was a great experience for me and it helped put me through college. By the time I was a senior in 1969, I was driving a 1968 Corvette Convertible. Anyone who knows Corvettes knows I never should have sold my 1967 to get the '68. My '68 was no different than any other '68. It was a disaster

(CONTINUED ON PAGE 38)

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PARADE

FROM PAGE 20

faces of the crowd as you drive your gullwing classic through a corridor of envy, you haven't truly realized the pride of ownership.

Watching the crowd with their thumbs up, youngsters' eyes wide with amazement to see the "Back to the Future" car, people saying, "Wow! Nice car! How Much? Wish I had one!" is an exceptional experience. The spectators are just like us, out there for a good time - smiling, waving at everyone and enjoying themselves.

Most towns and cities, whatever the size, have a parade for some particular holiday and all it takes is contacting city hall or the local Chamber of Commerce to get the details. Once contact is made and you tell them that you have a DeLorean parade group of 3, 4, or 10 cars, they will plead to get your cars in their parade.

Then, once your group is seen in a parade, you will be contacted regularly because as much as the crowds in these hometown parades like to see civic groups, dignitaries, bands, military units, horses, ect., they love CARS. Not the new car dealer cars but the exotics, customs and specialty cars.

But, there is much more to it all than just driving and exhibiting your DeLorean. There is the shine time as you wait for the parade to start. You and your friends will be busy cleaning, polishing and decorating, and you'll be constantly questioned about the DeLorean from other participants and passers-by.

(CONTINUED ON PAGE 33)

Don Sigler with Raiderette cheerleaders at the Avenue of the Stars St. Patrick's Day parade.

HOORAY FOR THE IRISH!

ROBIN MCNEILL

RUST

FROM PAGE 15

paint is probably better because it does not hide the rust as the epoxy does. After my old frame was out of the car, it looked terrible. I suspect that the left front shock tower was more rusted than the right, but you have to look very close to see it. There are rust problems everywhere. Most were not apparent with the frame in the car. Keep your frame clean, especially if you live in areas that use road salt. Inspect it regularly and repair rust immediately. A crack in the epoxy with a brown stain along the crack is probably a sign of extensive rust damage.

What would I do if I had it to do again, knowing what I do now? Pretty much the same. I might give more thought to having a new frame built. In spite of the current lack of demand, I think many DeLorean owners will need frames in the near future. I would look further into chemical stripping of an existing frame.

While Kansas City does not have a Methylene Chloride tank large enough for a frame, there is bound to be one somewhere in the country. Shipping is not that significant. If not, it may be worthwhile to set up a larger tank. If the only frames available for a while are from damaged cars, those frames will need to be stripped. If Midwest Metal Strippers could plan on ten frames, they could probably make money charging $400 each. If I could not put together a group frame rate, I would pay the $1000 to $1200 they estimate for a single frame. When added to the already high price of changing the frame, the galvanizing is worth the difference in peace (sic) of mind.

I would like to thank Eudell Lusher, Mike Broski and Sharon Bayte for contributing to this article.

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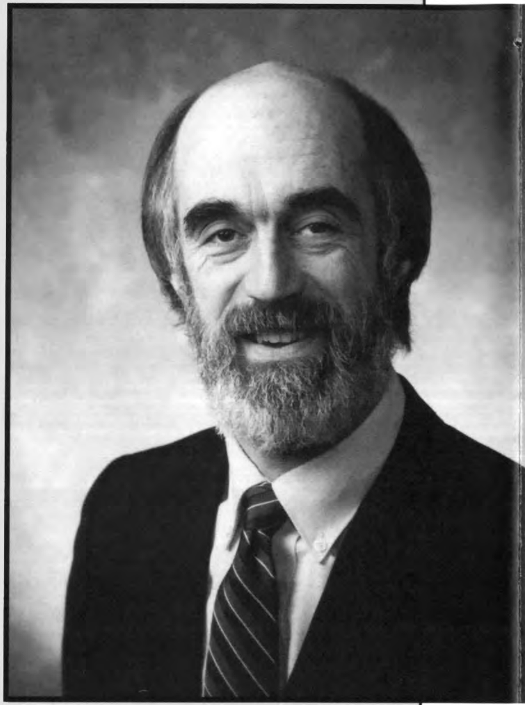
W. A. "Mike" Roberts III, P.E.

Mechanical Engineer



Education:

B.S. Mechanical Engineering,
Oklahoma State University, 1967

Technical Specialties:

- HVAC and Energy Systems
- Energy Conservation
- Piping Systems
- Computer Simulation & Design

Registration:

Professional Engineer
Missouri

Organizations:

- National Society of Professional Engineers
- American Society of Heating, Refrigerating and Air Conditioning Engineers
- American Society of Mechanical Engineers
- International Ground Source Heat Pump Association

Mr. Roberts specializes in computer-aided design and simulation of building and central plant energy systems, including HVAC and energy conversion. He has served on a wide variety of projects including industrial, municipal, government, and military facilities.

Mr. Roberts has recently been involved in projects for several different state Technical Assistance Reports including major studies at Iowa State University and the University of California, Davis Campus. He used TRACE Ultra for the energy simulations on these studies.

He has worked on several studies and design projects for the Corps of Engineers. One project involved a complete energy study of three U.S. Army Posts. These studies made extensive use of the Department of Energy's DOE program.

He has also been involved in several design projects for the Corps. In conjunction with these design projects he has done the BLAST energy simulation studies required, and used microcomputer based programs for heating and cooling load design and static regain duct design.

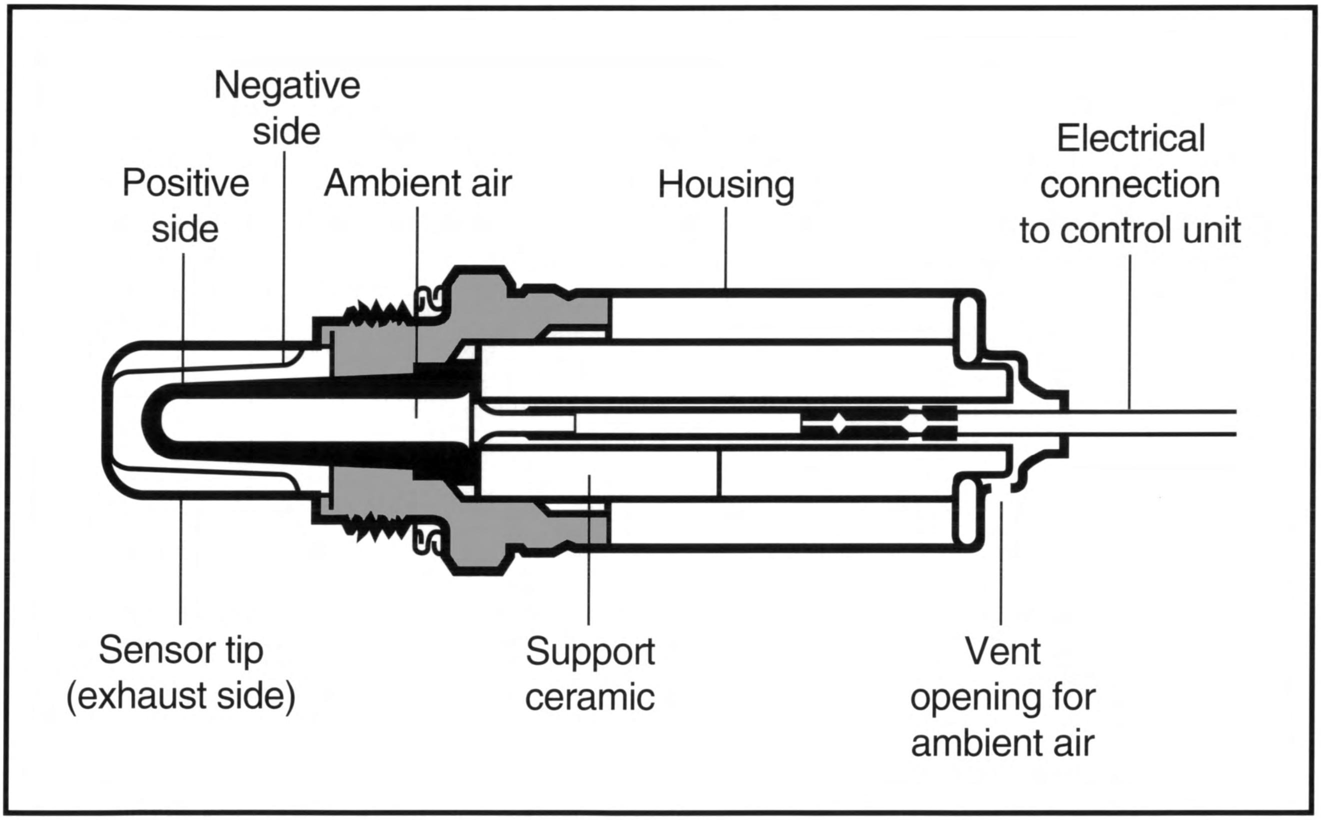
Mr. Roberts' central utility plant experience involves the design of fuel oil systems including pumps, pipelines, and storage tanks, for the A.E. Staley facility in Lafayette, Indiana. He has designed a new condenser water pump system for the New York Coliseum; an extensive duct system for nine electrostatic precipitators and new effluent stacks for the TVA Kingston Tennessee Power Plant; a variable volume pumping design for the central chilled water system at IBM's at Research Triangle facility; and a new hydrant refueling system at St. Louis International Airport.

He helped conduct a two-day energy management course at several locations across the country.

Mr. Roberts tempers his computer background with extensive experience on-site, including two years during the construction of the new GM Fairfax assembly plant in Kansas City, Kansas.

THE LAMBDA SENSOR

BY BRUCE BENSON, CHAPTER 3 COORDINATOR


Negative side
Positive side
Ambient air
Housing
Electrical connection to control unit
Sensor tip (exhaust side)
Support ceramic
Vent opening for ambient air

The term Lambda may sound like the latest dance out of Latin America, but in reality it's the name the Bosch Corporation chose for their ingenious system of managing the air/fuel mix in their family of fuel injection systems. The name comes from a letter in the Greek alphabet and in this case refers to the properly balanced air/fuel mixture technically called the "stoichometric ratio" — a ratio of 14.1 parts air to 1 part fuel.

The K-Jetronic injection system on the DeLorean began life as a strictly mechanical system. Intake air forces a paddle to move a lever connected to a valve in the fuel distributor which then allows the fuel to move to the injectors and on into the cylinders to be combusted. It worked quite well, but lacked the means to make the constant mixture adjustments needed to conform with the increasingly stringent emission requirements.

> ***"...an ingenious system of managing the air/fuel mix ..."***

The Lambda arrangement was developed and added to the K-Jetronic system and in the simplest terms involves an electronic nervous system which senses the need for specific corrections in the air/fuel ratio. The Lambda system's nerves are located in the Lambda sensor — also called the oxygen sensor. This is the device resembling a sparkplug which is located in the exhaust pipe between the engine and the catalytic converter. It is essentially a small battery that generates a voltage signal based on the differential between the oxygen content of the exhaust gas and the oxygen content of the ambient air. It reports this information to the brain — the ECU, ENGINE CONTROL UNIT — located in the well behind the driver's seat. The ECU analyzes this signal and converts it into yet another voltage-based signal which it sends to the frequency valve, the muscle behind this operation.

The frequency valve is the small valve clipped to the passenger-side valve cover,

(CONTINUED ON PAGE 36)

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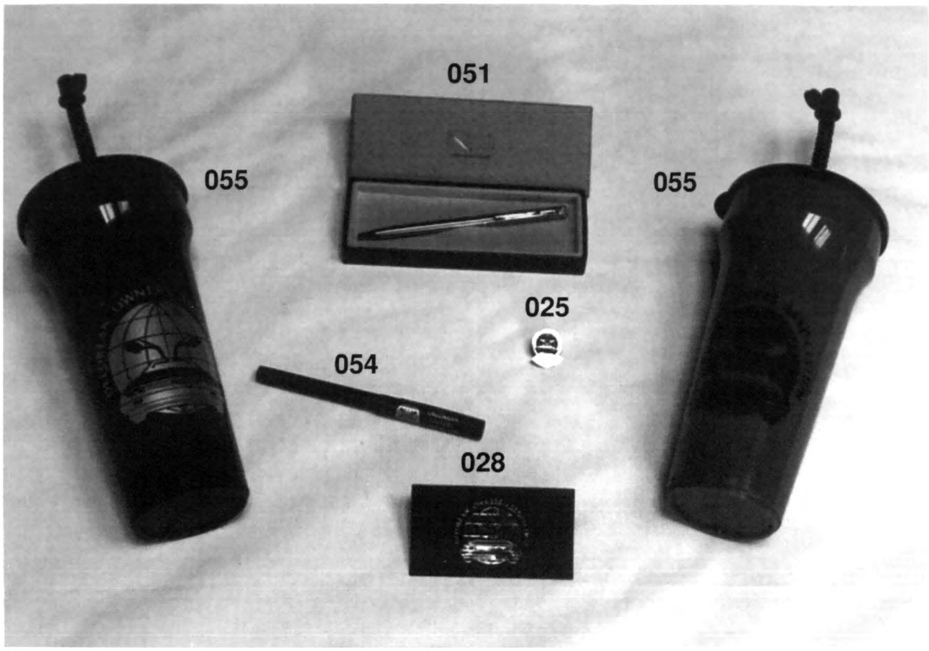

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PARADE

FROM PAGE 29

It's also the sharing of experiences and stories with other car enthusiasts. It seems that there is at least one other car club or car association in every parade. We have met people with Lamborghinis, Ferraris, Panteras, Porches, Roadsters, Mustangs, T-Birds, a street-legal Batmobile and many others. All of us are out for a good time and proud to show what we own.

In my hometown of West Covina, California, the annual July 4th parade culminates with a city-wide celebration at one of the local parks where fraternal organizations, service clubs, civic groups and other organizations exhibit and sell products, serve food and operate game booths. This year again, the DeLorean Owners Association will exhibit a DeLorean, answer questions and pass out membership information. (There are a lot of car enthusiasts all over this country wanting to gain knowledge of our DeLoreans.) Last year, we signed up two new memberships from DeLorean enthusiasts just by talking to them.

There is a parade somewhere for every holiday throughout the year; sometimes two for the same holiday. For example, St. Patrick's Day. We're in our glory at St. Patrick's Day Parades because our Irish heritage gives us the added pleasure of participating in a parade that celebrates the DeLorean's roots.

This year, we entered two St. Patrick's Day parades, one in Century City (the exclusive west side of Los Angeles next to Beverly Hills) and the other in Orange County. The Century City parade was professionally produced with TV News coverage, Drum and Piper Corps, bands, dignitaries in cars, equestrian units and, of course, 11 DeLoreans.

I suggest that someone in your chapter act as Parade Coordinator to submit the necessary paper work, but most of all to keep an accurate and up-to-date list of members wanting and willing to participate. Also, as time gets nearer to parade date, the coordinator will need to be sure to notify your people so that they know where and when to meet. You may want to meet earlier for breakfast or lunch and caravan to the parade location or just gather at the formation sight and have your own Gull Wing party.

It seems everyone has heard of John DeLorean, but few actually know the car. Talking to the public not only enhances the image of the car but also renews your own interest. Sharing with others what we know, dispelling the myths about the car and giving credibility to our Association for keeping the DeLorean a prestige automobile is invaluable. And it's a lot of fun.

KAY MYHRE

Robert and Susan Weinreb hosting the 4th of July Parade on their wedding anniversary.

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Membership Roster Available

For well over a year, we have asked members, on their renewal forms, whether they would like their names and cities included on a membership roster. Over 900 indicated that they would and the rest preferred not to be listed.

The compiled roster is now available for $4.50 through our Products Department. The roster is typewritten sheets and does not include full addresses or phone numbers.

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- Armrest Extension Protection-1981 Model
- Door Lock Setting Procedure
- Frame Dimensions
- Interchange Parts
- Driving Light Installation
- Automotive Metric Conversions

(2) Vol. 1, Book 2, 1983
- Installation of the Angle Drive Water Shield Kit
- Manual Transmission Gearshift Linkage Adjustment
- Glove Compartment Reinforcement
- Engine Stalling on Curves or Uphill Grades
- Taillight and Stoplight Failure
- Flat Tire Storage
- Recommended Lubricants, Fluids and Capacities

(3) Vol. 2, No. 1, 1984
- Cooling System Maintenance
- Replacement Keys
- Relay Identification

(4) Vol. 2, No. 2, 1984
- Stoplight Switch Replacement
- Make Your Own Adjustable Clutch Linkage
- Light Bulb Interchange
- Increasing Mirror Visibility
- Frozen Throttle Cable
- FASCIA Repair and Refinishing

(5) Vol. 2, No. 3, 1984
- Care and Maintenance of Speedometer Cable
- Steering Column Lubrication

(6) Vol. 2, No. 4, 1985
- Intermittent Taillight Failure
- Correcting Door Water Leaks

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- Improving Electrical Ground Connections
- Lubricating Upper and Lower Ball Joints

(8) Vol. 3, No. 2, 1985
- Elimination of the A/C Heater Control Lights During Daytime
- Modifications to the Fan Fail System
- Engine Component Locations
- Safety Check-Rear Suspension Trailing Arm Bolt
- Replacement of Rear Transaxle Boot
- Problem Solving-Breakerless Ignition System

(9) Vol. 3, No. 3, 1985
- Window Adjustment Procedure
- Safety Tip-Wheel Nut Tightening
- Replacement of Impulse Coil Inside Ignition Distributor

(10) Vol. 3, No. 4, 1986
- Door Torsion Bar Adjustment
- Reducing Engine Wear
- Eliminating Rear Axle Clunk Syndrome
- Installation of a Manual Cooling Fan Override Switch

(11) Vol. 4, No. 1, 1986
- Flushing and Bleeding Engine Cooling System
- Modification of Interior Lamps Delay Unit
- Fuel Gauge Sending Units Recalibrated
- Solar Electric Generator for Battery Maintenance
- How To Improve Rear Vision in a DeLorean
- DeLorean Wiring Diagram

(12) Vol. 4, No. 2, 1986
- Rebuilding the Mode Switch
- Workshop Manual Supplement-Electrical System
- AC Panel Light Modifications
- Custom Designed Springs for Lowering the DeLorean
- Fuel Pump and Inertia Switch Wiring

(13) Vol. 4, No. 3, 1987
- Steel Braided Clutch Line
- Improved Lamp Delay Module
- The Importance of Service-Trailing Arm Bolt
- Safety Note-Ball Joints

(14) Vol. 4, No. 4, 1987
- Lowering of the DeLorean
- Unique Ingredients of the DeLorean Automobile
- Service Bulletin Updates-Fuel Tank Baffle

(15) Vol. 5, No. 1, 1987
- DeLorean Automatic Transmission Computer Governor Failures
- DeLorean Torque Specifications and Workshop Manual Supplement
- Enlarged Wiring Schematic for Door Lock and Brake Systems

(16) Vol. 5, No. 2, 1987
- Diagnosis and Repair of Ground Faults
- Suspension Alignment
- Replacement of Idler Bearings
- Improved Door Lock Control Unit
- Add Longevity To Your Fuel Pump

(17) Vol. 6, No. 1, 1988
- Replacing Brake Pads
- Replacement of Ignition Switch
- Antenna Replacement
- Observations on Lubricants

(18) Vol. 5, No. 4, 1988
- Engine Temperature Warning Indicator
- Service Bulletins and Safety Recall Notices-
  - Ball Joints and Stabilizer Mountings
  - Throttle Cable Modification, Inertia Switch, Trailing Arm Bolt
- New and Improved Door Lock Control Unit Schematic

(19) Vol. 5, No. 5, 1988
- Timing Control for Turbos
- Removing Interior Door Panel
- Door Handle or Cable Replacement

TECH INDEX

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(20) Vol. 6, No. 1, 1989
- Manual Gearbox Identification
- Gearshift Adjustment
- Parking Brake Adjustment

(21) Vol. 6, No. 3, 1989
- Simplified Procedure for Pressure Testing and Bleeding Air out of the Cooling System
- DeLorean Cruise Control Installation
- Removable Steering Wheel Adapter Installation-The Ultimate in Security

(22) Vol. 6, No. 4, 1989
- Fuel Tank Contamination
- DeLorean Motor Car Fuel Pump Replacement Procedures
- Bolt-On Performance for DeLoreans-Custom Muffler

(23) Vol. 6, Expo 1989
- Rust Never Sleeps
- Component Chart

(24) Vol. 7, No. 1, 1990
- Radio Waves- ASI and Craig Radios
- Comparative Analysis of Oil Filters
- Optional Transmission Cooler

(25) Vol. 7, No. 2, 1990
- Luggage Compartment Molding
- Increased Durability of Window Cable Guide
- Fascia Repairing and Refinishing
- 1981 Gas Well-How to Make it Safe

(26) Vol. 7, No. 3, 1990
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- 30,000 Mile Service-Major Maintenance

(27) Vol. 7, No. 4, 1990
- Fuel Injection System

(28) Vol. 8, No. 1, 1991
- I'm Not Lost Anymore, Thanks to My ETAK Navigator
- Turbo Charging, A Brief Explanation
- Technology Update
- More Tech?

(29) Vol. 8, No. 2, 1991
- Stop Before It's Too Late, Brake Replacement and Adjustment
- For New Owners-Inertia Switch, Fan Fail Light and Relay, Trailing Arm Bolts, Tail Lights, Water Leaks, How Many Cars?, Coolant Water Overflow Bottle

(30) Vol. 8, No. 3, 1991
- For New Owners-The Alternator, Clutch Line, Front Suspension, Oil Leaks, Front Wheel Shimmy, Starting Trouble, Radio Antenna
- Physical Characteristics of Competitive Cars

(31) Vol. 8, No. 4, 1991
- Our Clean, Clean Exhausts

LAMBDA

FROM PAGE 31

involves frequency changes in the signal coming from the ECU and results in the proper amount of fuel being mixed with the incoming air.

The Lambda sensor continuously monitors the oxygen differential between the ambient air and the exhaust gas, sends the information to the ECU, which decides the proper adjustment to get the ratio right for the catalytic converter. This is necessary if the converter is to make the right chemical changes in the exhaust gas. The converter's ability to make these changes is related directly to this ratio. The information is then passed on to the frequency valve, which makes the adjustment. If the sensor fails or is unplugged, the ECU is programmed to tell the frequency valve to provide a middle-of-the-road to slightly rich mixture. The car will run fine, but most likely would fail an emission test. Long term driving in a slightly rich mode could raise havoc with the catalytic converter. The wisest course to follow would be to have the system repaired.

The Lambda light on the instrument panel will come on at a pre-prescribed time based on miles driven. This doesn't mean the sensor has failed. It only means the factory felt its life span is near the end and it is time for servicing. The switch activating the light is located in the service counter which is located at the base of the speedometer cable coming down from the instrument cluster, just above the brake and clutch pedals. This is actually an odometer and is designed to trip the switch at approximately 30,000 miles.

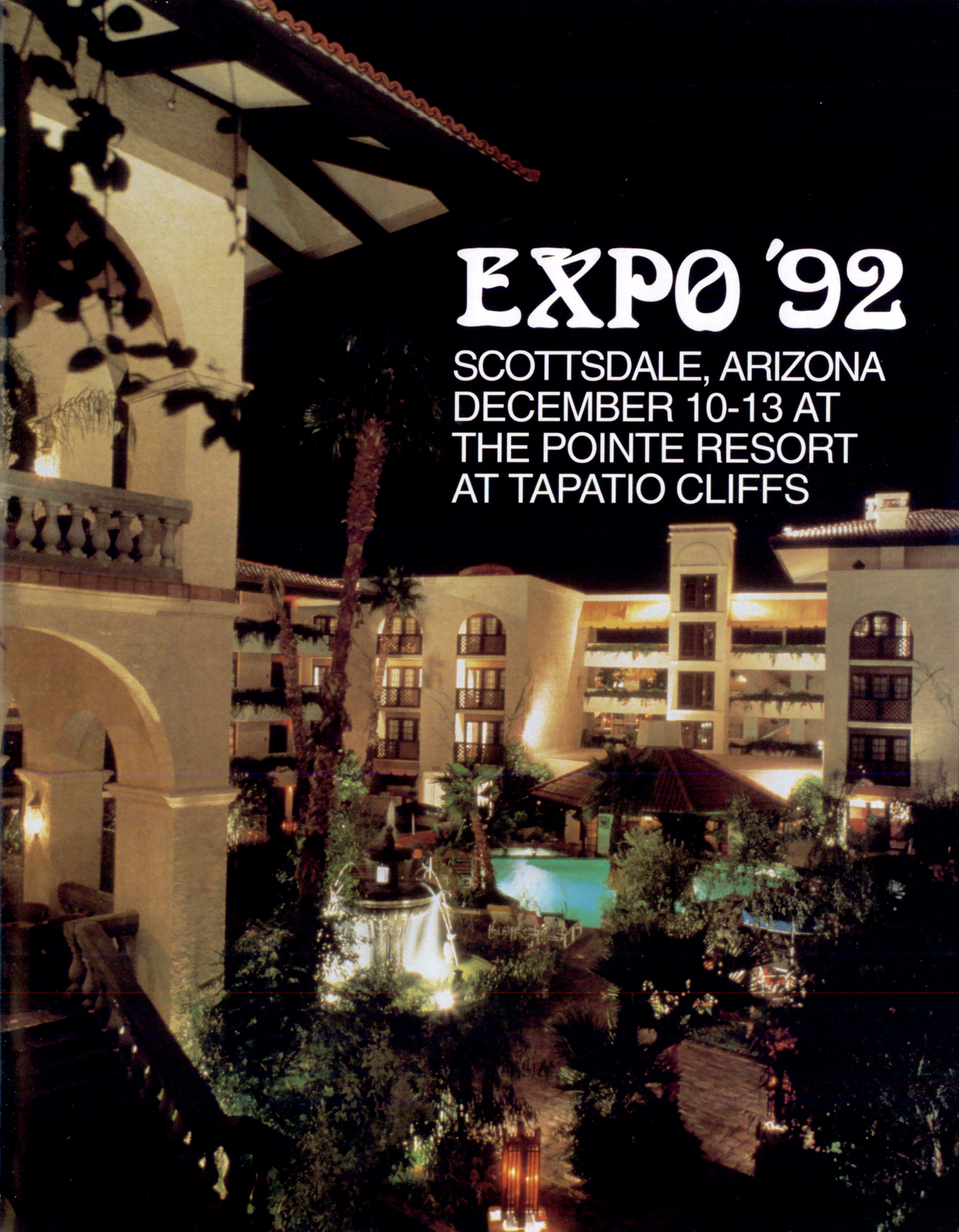
To replace the Lambda sensor — located in the front corner of the driver's side of the engine compartment — you will find the easiest route is from under the car. Once you've located the sensor, follow its wire to the forward part of the wheel well and unplug it. The wire does not unplug at the sensor. Unscrew the sensor as you would a spark plug and when installing the new one, be sure to coat the threads with Never–Seez to prevent the threads from welding themselves together in the hostile exhaust pipe environment. Take care not to get any of the Never—Seez on the probe areas below the threads.

To reset the Lambda light, remove the two Phillips screws holding the service counter in place and look for a 1/4 inch diameter red dot on the side of it. There are two small holes in the dot and using something, such as a tru-arc pliers, turn the dot clockwise until the counter returns to zero. The light will go out for another 30,000 miles and you are back in business.

Past issues of DeLOREAN WORLD have contained excellent articles about the K-JETRONIC fuel system and when Kay asked for an article about the Lambda sensor, I was hesitant. It's a little like asking for an article about one's thumb. How do you write about it without involving the rest of the hand. I tried not to be too repetitive of past articles, but if you want more on the fuel system, I'll suggest the best book available:

BOSCH FUEL INJECTION and ENGINE MANAGEMENT
by Charles O. Probst SAE
published by Robert Bentley, Inc.
phone: 1-800-423-4595

The price at this writing is $29.95 and can be ordered using the above phone number.



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GULLWINGS *FROM PAGE 28*

and the '67 was the best Corvette I ever owned.

As time went by, I got more into handling the sheer power-first the English sports car, then the German. In 1986 when the dollar was strong, I kept reading ads in Hemmings Motor News about how inexpensive cars were overseas. So I flew to England where a man had a warehouse full of Porsches, BMW's, and Mercedes. It was incredible to see so many of these cars, and every one a bargain. I wanted to buy a Porsche, but a BMW 635 caught my eye and it was love at first sight. It had what seemed to be the power of a GTO and great handling. I brought the car back to the US and had a lot of fun with it until I sold it to a friend.

I always wanted to drive on a race track, yet I never found the time to do it. As fate would have it on Oct. 14, 1987 I was driving home and up ahead I saw my favorite all time sports car, a 1962 GTO Ferrari. Knowing that some people have made replicas of it, I pulled over to the side of the road, shut off my car so that I might listen to his engine. There is no mistaking a v12 Ferrari. Well I was right. Those beautiful tones came screaming by and I followed him. It turned out that it was car 3589 GT owned by Mr. Rubin who also owned Bridgehampton Race Track. To make a long story short he took me for a ride around the track three times and it was the ride of my life. This car was one of 39 made between '62 and '64. The last recorded sale of a 62 GTO was $15,000,000. You could imagine how I felt after this incredible ride. A short while later I bought the 911 SC and got my time trial license from the Eastern Motor Racing Association. I am very lucky because Bridgehampton Race Track is only twelve miles from my house. I am currently restoring a 914 Porsche for the road track. This summer I am going to the Skip Barber advanced racing schools there.

The DeLorean is fun to drive. It is the most interesting car I have ever owned. The power is adequate, it handles well and the looks are great. What DeLorean did was to put all of his ideas into a very enduring package that works well. I know I'll be taking it to a lot of car shows and club events this summer. When I purchased it, it came with the original door sticker, bill of sale and manuals. I have since purchased many other DeLorean related materials. I intend to keep this car for a very long time if for no other reason than the crowd it draws when it spreads its wings.

About the Author

Victor J. Rugg, a member of DeLorean Owners Association Chapter 36, is the publisher of "Health and Recovery" magazine as well as the host of the television program, "Recovery", shown on seven cable networks in New York and Connecticut.

As a volunteer, he is on the Executive Board of the American Cancer Society Education Committee and a Board Member of the New York State Council on Alcoholism and Other Drug Dependencies.

In addition to enjoying classic cars, he runs half marathon races and is an avid sailor active on the Breakwater Yacht Club Board of Directors.

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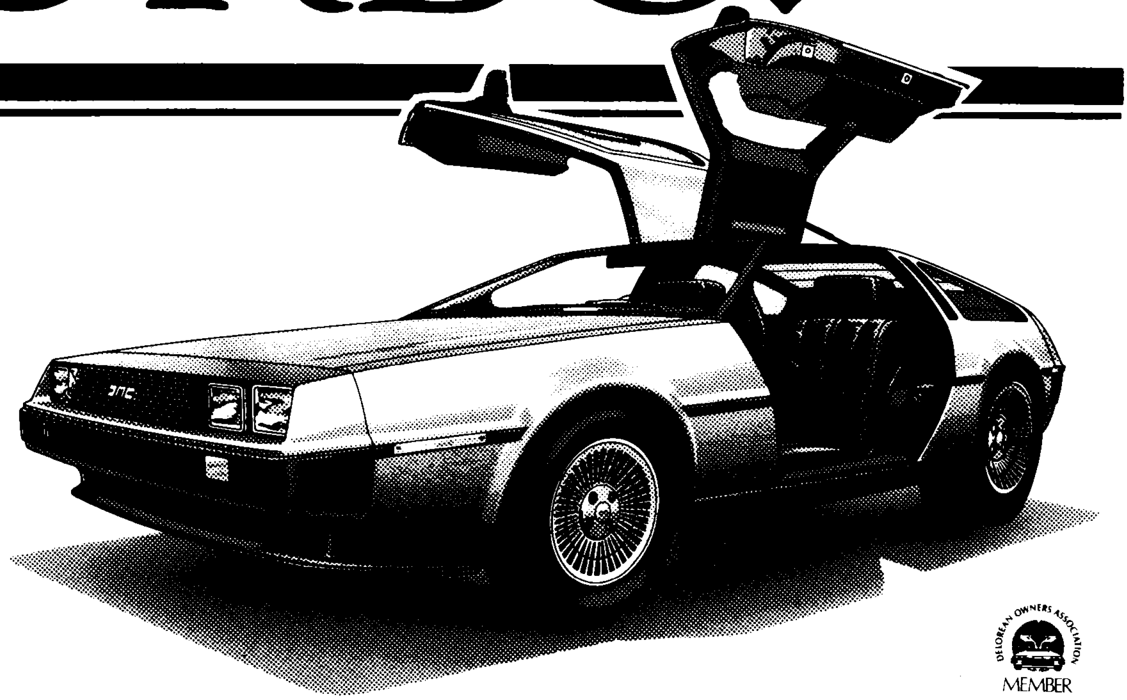

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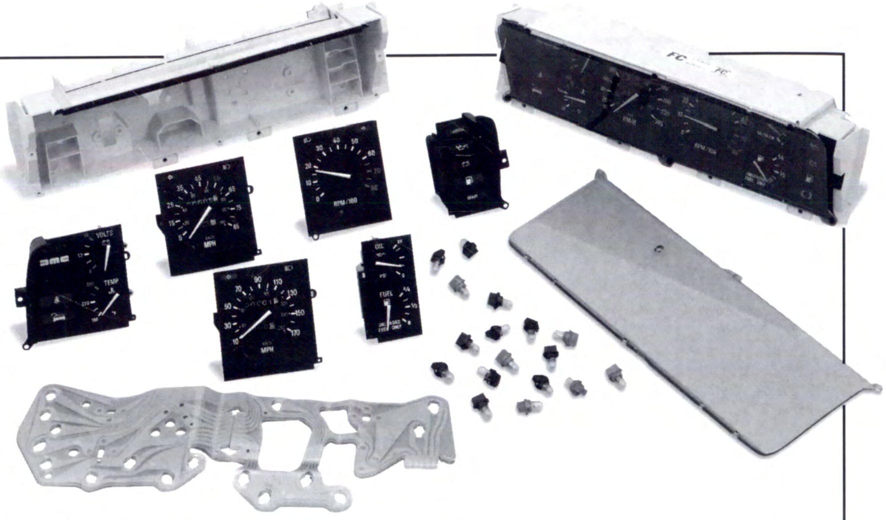

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